

Appendix A – MOE STAMSON Traffic Noise
Modelling Parameters for Modelling of Surface
Alternatives (1A, 1B, 2A, 2B, 3, Parkway)

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Appendix A1 – Baseline Modelling Input Parameters – 2006, 2015, 2025, 2035

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BASELINE (No Build Scenarios)			Road Segment				2006				2015				2025			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	2006 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
Receptors on the South Side																		
GH	R1	1-S	1	EC Row EB	Matchette	Huron Church	19899	1.7	1.8	91.4	22821	1.6	2.1	91.1	25107	1.5	2.3	90.9
			2	EC Row WB	Huron Church	Matchette	20535	1.4	0.9	93.4	23429	1.4	1.0	93.2	25695	1.3	0.9	93.0
			3	Malden Rd	Huron Church	Ambassador Dr	9987	3.4	5.2	91.7	11505	3.4	6.7	91.2	12630	3.2	7.5	91.0
			4	Spring Garden Rd	Huron Church	5th	4408	0.0	0.0	92.3	5044	0.0	0.0	92.2	5531	0.0	0.0	92.1
GH	R2	2-S	1	EC Row EB	Matchette	Huron Church	19899	1.7	1.8	91.4	22821	1.6	2.1	91.1	25107	1.5	2.3	90.9
			2	EC Row WB	Huron Church	Matchette	20535	1.4	0.9	93.4	23429	1.4	1.0	93.2	25695	1.3	0.9	93.0
			3	Spring Garden	Huron Church	5th	4408	0.0	0.0	92.3	5044	0.0	0.0	92.2	5531	0.0	0.0	92.1
			4	Huron Church Rd NB	Labelle	ECR S Ramp	28060	2.1	14.1	81.3	31965	2.6	17.4	80.5	35615	2.7	19.4	80.4
			5	Huron Church Rd SB	ECR S Ramp	Labelle	25340	2.9	19.9	84.1	29451	3.3	25.1	83.4	32507	3.5	28.0	82.6
GH	R3	3-S	1	EC Row EB	Matchette	Huron Church	19899	1.7	1.8	91.4	22821	1.6	2.1	91.1	25107	1.5	2.3	90.9
			2	EC Row WB	Huron Church	Matchette	20535	1.4	0.9	93.4	23429	1.4	1.0	93.2	25695	1.3	0.9	93.0
			3	Huron Church Rd SB	ECR S Ramp	Labelle	25340	2.9	19.9	84.1	29451	3.3	25.1	83.4	32507	3.5	28.0	82.6
			4	Huron Church Rd NB	Labelle	ECR S Ramp	28060	2.1	14.1	81.3	31965	2.6	17.4	80.5	35615	2.7	19.4	80.4
			5	Spring Garden	Huron Church	5th	4408	0.0	0.0	92.3	5044	0.0	0.0	92.2	5531	0.0	0.0	92.1
GH	R4	4-S	1	Huron Church Rd SB	Labelle	Grand Marais	24143	3.2	22.0	84.6	28011	3.6	27.7	84.0	30920	3.9	31.2	83.2
			2	Huron Church Rd NB	Grand Marais	Labelle	24684	2.5	16.2	81.5	27924	3.0	19.9	80.9	31268	3.1	22.0	80.9
			3	Lambton	Fazio	Huron Church	16553	1.4	0.7	91.9	17833	1.3	0.6	91.7	19265	1.3	0.6	92.1
G-H	R5	5-S	1	Huron Church Rd SB	Labelle	Grand Marais	24143	3.2	22.0	84.6	28011	3.6	27.7	84.0	30920	3.9	31.2	83.2
			2	Huron Church Rd NB	Grand Marais	Labelle	24684	2.5	16.2	81.5	27924	3.0	19.9	80.9	31268	3.1	22.0	80.9
			5	Lambton	Fazio	Huron Church	16553	1.4	0.7	91.9	17833	1.3	0.6	91.7	19265	1.3	0.6	92.1
G-H	R6	6-S	1	Huron Church Rd SB	Grand Marais	Pulford	24340	3.3	23.3	83.4	28218	3.5	27.5	82.8	31085	3.6	30.0	82.1
			2	Huron Church Rd NB	Pulford	Grand Marais	22752	2.4	17.2	81.9	25785	3.0	20.8	81.2	28910	3.2	22.9	81.3
			3	Lambton	Huron Church	Fazio	16553	1.4	0.7	91.9	17833	1.3	0.6	91.7	19265	1.3	0.6	92.1
H-I	R1	7-S	1	Huron Church Rd SB	Reddock	Todd/Cabana	24797	3.4	23.6	83.7	28682	3.5	28.0	83.2	31599	3.7	30.4	82.6
			2	Huron Church Rd NB	Todd/Cabana	Reddock	22803	2.5	17.6	81.9	25820	3.1	21.2	81.3	28992	3.2	23.2	81.4
H-I	R2	8-S	1	Huron Church Rd SB	Reddock	Todd/Cabana	24797	3.4	23.6	83.7	28682	3.5	28.0	83.2	31599	3.7	30.4	82.6
			2	Huron Church Rd NB	Todd/Cabana	Reddock	22803	2.5	17.6	81.9	25820	3.1	21.2	81.3	28992	3.2	23.2	81.4
			3	Todd Lane	Huron Church	10th	17939	0.0	0.0	93.3	20437	0.0	0.0	93.2	22400	0.0	0.0	93.1
H-I	R3	9-S	1	Huron Church Rd SB	Todd/Cabana	Huron Church Line	20849	2.8	19.5	83.9	23149	3.1	25.1	83.4	24546	3.2	27.0	83.1
			2	Huron Church Rd NB	Huron Church Line	Todd/Cabana	20653	2.1	14.5	83.7	23495	2.7	18.4	83.0	26468	2.9	20.9	83.0
			3	Todd Lane	Huron Church	10th	17939	0.0	0.0	93.3	20437	0.0	0.0	93.2	22400	0.0	0.0	93.1
H-I	R4	10-S	1	Talbot Rd EB	Huron Church Line	St. Clair College	16394	3.2	23.5	81.8	18289	3.8	32.0	80.8	19554	4.4	38.0	80.0
			2	Talbot Rd WB	St. Clair College	Huron Church Line	14360	2.3	17.4	83.2	15541	3.2	24.0	81.0	16057	3.8	29.3	80.3
			3	Huron Church Line	Talbot	Normandy	14177	1.3	0.7	92.7	16215	1.2	0.8	92.6	17858	1.4	2.6	92.5
I-J	R1	11-S	1	Talbot Rd EB	Huron Church Line	St. Clair College	16394	3.2	23.5	81.8	18289	3.8	32.0	80.8	19554	4.4	38.0	80.0
			2	Talbot Rd WB	St. Clair College	Huron Church Line	14360	2.3	17.4	83.2	15541	3.2	24.0	81.0	16057	3.8	29.3	80.3
I-J	R2	12-S	1	Talbot Rd EB	St. Clair College	Cousineau	15372	3.2	23.6	83.9	17188	3.9	32.8	83.1	18396	4.4	38.7	82.5
			2	Talbot Rd WB	Cousineau	St. Clair College	19045	2.3	17.8	82.0	20984	3.3	24.7	79.6	22267	3.9	30.5	78.4
			3	Cousineau Dr	W.Talbot Rd		14813	2.9	1.4	93.7	16845	2.9	1.4	93.5	18458	2.6	1.3	93.5
J-K	R1	13-S	1	Talbot Rd EB	Cousineau	Montgomery	13876	3.3	22.3	82.5	15345	3.8	31.3	81.5	16178	4.3	37.0	80.8
			2	Talbot Rd WB	Montgomery	Cousineau	17248	2.3	16.3	83.4	18822	3.2	22.4	81.5	19615	3.7	27.6	80.8
			3	Cousineau Dr	W.Talbot Rd		14813	2.9	1.4	93.7	16845	2.9	1.4	93.5	18458	2.6	1.3	93.5
J-K	R2	14-S	1	Talbot Rd EB	Cousineau	Montgomery	13876	3.3	22.3	82.5	15345	3.8	31.3	81.5	16178	4.3	37.0	80.8
			2	Talbot Rd WB	Montgomery	Cousineau	17248	2.3	16.3	83.4	18822	3.2	22.4	81.5	19615	3.7	27.6	80.8
J-K	R3	15-S	1	Talbot Rd EB	Grosvenor	Howard	13442	3.3	21.1	82.8	14871	3.5	28.0	82.1	15712	3.9	32.3	81.5
			2	Talbot Rd WB	Howard	Grosvenor	17123	2.3	15.6	83.5	18396	3.1	20.6	81.6	18892	3.5	24.9	81.1
			3	Howard Ave	Talbot	Eastbourne	10702	1.7	0.9	92.6	12203	1.6	0.8	92.5	13373	1.6	0.8	92.4
K-L	R1	16-S	1	Talbot Rd EB	Howard	Hwy3/401	14894	3.1	18.3	82.4	16411	3.2	22.0	81.8	17431	3.5	26.2	81.2
			2	Talbot Rd WB	Hwy3/401	Howard	17684	2.4	14.2	84.1	19063	2.8	15.9	83.0	19795	3.0	18.8	82.7
			3	Howard	Eastbourne	6th Conc.	10370	1.7	0.9	92.9	11816	1.8	0.9	92.7	12949	1.8	0.9	92.7
L-M	R1	17-S	1	Hwy 401 EB	E. of Hwy3/401 split		7353	4.8	34.3	73.6	8325	4.4	38.9	74.1	9041	5.0	46.0	73.6
			2	Hwy 401 WB	E. of Hwy3/401 split		6472	3.0	33.6	70.1	6901	4.8	37.0	67.8	8278	4.9	38.2	70.9

BASELINE (No Build Scenarios)			Road Segment				2035				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)			Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
Receptors on the South Side																	
GH	R1	1-S	1	EC Row EB	Matchette	Huron Church	27120	1.5	2.6	90.8	100	A	379	382			
			2	EC Row WB	Huron Church	Matchette	27688	1.3	1.0	92.9	100	A	398	401			
			3	Malden Rd	Huron Church	Ambassador Dr	13762	3.5	13.1	90.7	60	R	54	57			
			4	Spring Garden Rd	Huron Church	5th	5953	0.0	0.0	92.2	50	R	31	17			
GH	R2	2-S	1	EC Row EB	Matchette	Huron Church	27120	1.5	2.6	90.8	100	A	321	312			
			2	EC Row WB	Huron Church	Matchette	27688	1.3	1.0	92.9	100	A	340	332			
			3	Spring Garden	Huron Church	5th	5953	0.0	0.0	92.2	50	A	32	21			
			4	Huron Church Rd NB	Labelle	ECR S Ramp	38122	3.0	21.9	80.0	60	A	496	492			
			5	Huron Church Rd SB	ECR S Ramp	Labelle	34831	3.8	31.4	82.1	60	A	483	479			
GH	R3	3-S	1	EC Row EB	Matchette	Huron Church	27120	1.5	2.6	90.8	100	A	425	428			
			2	EC Row WB	Huron Church	Matchette	27688	1.3	1.0	92.9	100	A	445	448			
			3	Huron Church Rd SB	ECR S Ramp	Labelle	34831	3.8	31.4	82.1	60	A	306	303			
			4	Huron Church Rd NB	Labelle	ECR S Ramp	38122	3.0	21.9	80.0	60	A	322	319			
			5	Spring Garden	Huron Church	5th	5953	0.0	0.0	92.2	50	A	112	115			
GH	R4	4-S	1	Huron Church Rd SB	Labelle	Grand Marais	33191	4.3	35.0	82.6	60	A	180	171			
			2	Huron Church Rd NB	Grand Marais	Labelle	33294	3.4	24.7	80.5	60	A	193	188			
			3	Lambton	Fazio	Huron Church	20062	1.3	0.6	92.0	50	A	345	348			
G-H	R5	5-S	1	Huron Church Rd SB	Labelle	Grand Marais	33191	4.3	35.0	82.6	60	A	114	111	1.524	6	0
			2	Huron Church Rd NB	Grand Marais	Labelle	33294	3.4	24.7	80.5	60	A	130	127			
			5	Lambton	Fazio	Huron Church	20062	1.3	0.6	92.0	50	R	30	18			
G-H	R6	6-S	1	Huron Church Rd SB	Grand Marais	Pulford	33350	4.0	33.5	81.5	60	R	94	91	1.83	9	2
			2	Huron Church Rd NB	Pulford	Grand Marais	30801	3.4	25.5	81.0	60	R	109	106			
			3	Lambton	Huron Church	Fazio	20062	1.3	0.6	92.0	50	R	61	64			
H-I	R1	7-S	1	Huron Church Rd SB	Reddock	Todd/Cabana	34054	4.0	33.9	82.1	60	A	181	179			
			2	Huron Church Rd NB	Todd/Cabana	Reddock	30868	3.4	25.7	81.1	60	A	198	195			
H-I	R2	8-S	1	Huron Church Rd SB	Reddock	Todd/Cabana	34054	4.0	33.9	82.1	60	A	368	365			
			2	Huron Church Rd NB	Todd/Cabana	Reddock	30868	3.4	25.7	81.1	60	A	385	380			
			3	Todd Lane	Huron Church	10th	24115	0.0	0.0	93.2	50	R	47	25			
H-I	R3	9-S	1	Huron Church Rd SB	Todd/Cabana	Huron Church Line	26280	3.5	29.4	82.9	60	A	380	366			
			2	Huron Church Rd NB	Huron Church Line	Todd/Cabana	28224	3.1	23.0	82.8	60	A	399	379			
			3	Todd Lane	Huron Church	10th	24115	0.0	0.0	93.2	50	A	38	27			
H-I	R4	10-S	1	Talbot Rd EB	Huron Church Line	St. Clair College	21154	5.0	44.1	79.4	80	A	273	269			
			2	Talbot Rd WB	St. Clair College	Huron Church Line	16730	4.2	33.7	78.8	80	A	285	281			
			3	Huron Church Line	Talbot	Normandy	19234	1.4	2.8	92.5	60	A	211	214			
I-J	R1	11-S	1	Talbot Rd EB	Huron Church Line	St. Clair College	21154	5.0	44.1	79.4	80	A	158	161			
			2	Talbot Rd WB	St. Clair College	Huron Church Line	16730	4.2	33.7	78.8	80	A	175	178			
I-J	R2	12-S	1	Talbot Rd EB	St. Clair College	Cousineau	19915	5.0	44.8	82.1	80	A	221	214			
			2	Talbot Rd WB	Cousineau	St. Clair College	23469	4.3	35.0	76.9	80	A	237	230			
			3	Cousineau Dr	W.Talbot Rd		19874	2.1	1.0	93.5	50	A	33	21			
J-K	R1	13-S	1	Talbot Rd EB	Cousineau	Montgomery	17372	4.9	42.4	80.5	80	R	78	75			
			2	Talbot Rd WB	Montgomery	Cousineau	20548	4.0	31.2	79.5	80	R	94	91			
			3	Cousineau Dr	W.Talbot Rd		19874	2.1	1.0	93.5	50	R	41	35			
J-K	R2	14-S	1	Talbot Rd EB	Cousineau	Montgomery	17372	4.9	42.4	80.5	80	A	75	78			
			2	Talbot Rd WB	Montgomery	Cousineau	20548	4.0	31.2	79.5	80	A	88	92			
J-K	R3	15-S	1	Talbot Rd EB	Grosvenor	Howard	16851	4.3	36.8	81.3	80	A	215	218			
			2	Talbot Rd WB	Howard	Grosvenor	19554	3.8	28.5	79.7	80	A	230	233			
			3	Howard Ave	Talbot	Eastbourne	14390	1.6	0.8	92.4	60	A	54	57			
K-L	R1	16-S	1	Talbot Rd EB	Howard	Hwy3/401	18595	3.8	28.8	81.1	80	R	246	227			
			2	Talbot Rd WB	Hwy3/401	Howard	20587	3.2	21.1	81.7	80	R	263	244			
			3	Howard	Eastbourne	6th Conc.	13940	1.9	0.9	92.7	60	R	121	119			
L-M	R1	17-S	1	Hwy 401 EB	E. of Hwy3/401 split		9706	5.5	50.2	73.7	100	A	107	110			
			2	Hwy 401 WB	E. of Hwy3/401 split		8663	5.2	41.5	69.7	100	A	122	125			

BASELINE (No Build Scenarios)			Road Segment				2006				2015				2025			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	2006 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
Receptors on the North Side																		
GH	R1	1-N	1	Huron Church Rd SB	Labelle	Grand Marais	24143	3.2	22.0	84.6	28011	3.6	27.7	84.0	30920	3.9	31.2	83.2
			2	Huron Church Rd NB	Grand Marais	Labelle	24684	2.5	16.2	81.5	27924	3.0	19.9	80.9	31268	3.1	22.0	80.9
			3	Labelle St	Huron Church	Youngstown	4794	0.0	0.0	89.2	5715	0.0	0.0	89.7	6268	0.0	0.0	89.6
GH	R2	2-N	1	Huron Church Rd SB	Labelle	Grand Marais	24143	3.2	22.0	84.6	28011	3.6	27.7	84.0	30920	3.9	31.2	83.2
			2	Huron Church Rd NB	Grand Marais	Labelle	24684	2.5	16.2	81.5	27924	3.0	19.9	80.9	31268	3.1	22.0	80.9
GH	R3	3-N	1	Huron Church Rd SB	Grand Marais	Pulford	24340	3.3	23.3	83.4	28218	3.5	27.5	82.8	31085	3.6	30.0	82.1
			2	Huron Church Rd NB	Pulford	Grand Marais	22752	2.4	17.2	81.9	25785	3.0	20.8	81.2	28910	3.2	22.9	81.3
H-I	R1	4-N	1	Huron Church Rd SB	Reddock	Todd/Cabana	24797	3.4	23.6	83.7	28682	3.5	28.0	83.2	31599	3.7	30.4	82.6
			2	Huron Church Rd NB	Todd/Cabana	Reddock	22803	2.5	17.6	81.9	25820	3.1	21.2	81.3	28992	3.2	23.2	81.4
			3	Cabana Rd	Huron Church	Daytona	15405	0.0	0.0	92.4	17411	0.0	0.0	92.0	18818	0.0	0.0	91.8
H-I	R2	5-N	1	Huron Church Rd SB	Todd/Cabana	Huron Church Line	20849	2.8	19.5	83.9	23149	3.1	25.1	83.4	24546	3.2	27.0	83.1
			2	Huron Church Rd NB	Huron Church Line	Todd/Cabana	20653	2.1	14.5	83.7	23495	2.7	18.4	83.0	26468	2.9	20.9	83.0
			3	Cabana Rd	Huron Church	Daytona	15405	0.0	0.0	92.4	17411	0.0	0.0	92.0	18818	0.0	0.0	91.8
H-I	R3	6-N	1	Talbot Rd EB	Huron Church Line	St. Clair College	16394	3.2	23.5	81.8	18289	3.8	32.0	80.8	19554	4.4	38.0	80.0
			2	Talbot Rd WB	St. Clair College	Huron Church Line	14360	2.3	17.4	83.2	15541	3.2	24.0	81.0	16057	3.8	29.3	80.3
I-J	R1	7-N	1	Talbot Rd EB	St. Clair College	Cousineau	15372	3.2	23.6	83.9	17188	3.9	32.8	83.1	18396	4.4	38.7	82.5
			2	Talbot Rd WB	Cousineau	St. Clair College	19045	2.3	17.8	82.0	20984	3.3	24.7	79.6	22267	3.9	30.5	78.4
			3	Cousineau Dr	E. of Talbot		8411	0.0	0.0	92.5	9542	0.0	0.0	92.3	10453	0.0	0.0	92.2
J-K	R1	8-N	1	Talbot Rd EB	Cousineau	Montgomery	13876	3.3	22.3	82.5	15345	3.8	31.3	81.5	16178	4.3	37.0	80.8
			2	Talbot Rd WB	Montgomery	Cousineau	17248	2.3	16.3	83.4	18822	3.2	22.4	81.5	19615	3.7	27.6	80.8
			3	Cousineau Dr	E. of Talbot		8411	0.0	0.0	92.5	9542	0.0	0.0	92.3	10453	0.0	0.0	92.2
J-K	R2	9-N	1	Talbot Rd EB	Montgomery	Surrey	13688	3.3	22.3	82.6	15134	3.8	31.3	81.6	15953	4.3	37.0	80.9
			2	Talbot Rd WB	Surrey	Montgomery	17213	2.3	16.3	83.4	18528	3.2	22.5	81.3	19068	3.7	27.7	80.6
J-K	R3	10-N	1	Talbot Rd EB	Grosvenor	Howard	13442	3.3	21.1	82.8	14871	3.5	28.0	82.1	15712	3.9	32.3	81.5
			2	Talbot Rd WB	Howard	Grosvenor	17123	2.3	15.6	83.5	18396	3.1	20.6	81.6	18892	3.5	24.9	81.1
			3	Howard Ave	E. of Talbot Rd		14572	1.2	0.7	92.9	16639	1.2	0.8	92.6	18247	1.1	0.8	92.6
K-L	R1	11-N	1	Talbot Rd EB	Howard	Hwy3/401	14894	3.1	18.3	82.4	16411	3.2	22.0	81.8	17431	3.5	26.2	81.2
			2	Talbot Rd WB	Hwy3/401	Howard	17684	2.4	14.2	84.1	19063	2.8	15.9	83.0	19795	3.0	18.8	82.7
			3	Howard Ave	E. of Talbot Rd		14572	1.2	0.7	92.9	16639	1.2	0.8	92.6	18247	1.1	0.8	92.6
K-L	R2	12-N	1	Talbot Rd EB	Howard	Hwy3/401	14894	3.1	18.3	82.4	16411	3.2	22.0	81.8	17431	3.5	26.2	81.2
			2	Talbot Rd WB	Hwy3/401	Howard	17684	2.4	14.2	84.1	19063	2.8	15.9	83.0	19795	3.0	18.8	82.7
L-M	R1	13-N	1	Hwy 401 NB	E. of Hwy3/401 split		7353	4.8	34.3	73.6	8325	4.4	38.9	74.1	9041	5.0	46.0	73.6
			2	Hwy 401 SB	E. of Hwy3/401 split		6472	3.0	33.6	70.1	6901	4.8	37.0	67.8	8278	4.9	38.2	70.9

BASELINE (No Build Scenarios)			Road Segment				2035				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)			Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)
													(m)	(m)			
Receptors on the North Side																	
GH	R1	1-N	1	Huron Church Rd SB	Labelle	Grand Marais	33191	4.3	35.0	82.6	60	A	60	57	2.43	4	2
			2	Huron Church Rd NB	Grand Marais	Labelle	33294	3.4	24.7	80.5	60	A	47	45			
			3	Labelle St	Huron Church	Youngstown	6734	0.0	0.0	89.6	50	A	71	79			
GH	R2	2-N	1	Huron Church Rd SB	Labelle	Grand Marais	33191	4.3	35.0	82.6	60	A	67	64	2.43	5	2
			2	Huron Church Rd NB	Grand Marais	Labelle	33294	3.4	24.7	80.5	60	A	51	48			
GH	R3	3-N	1	Huron Church Rd SB	Grand Marais	Pulford	33350	4.0	33.5	81.5	60	R	64	67	1.52	8	0
			2	Huron Church Rd NB	Pulford	Grand Marais	30801	3.4	25.5	81.0	60	R	51	54			
H-I	R1	4-N	1	Huron Church Rd SB	Reddock	Todd/Cabana	34054	4.0	33.9	82.1	60	A	87	79			
			2	Huron Church Rd NB	Todd/Cabana	Reddock	30868	3.4	25.7	81.1	60	A	71	63			
			3	Cabana Rd	Huron Church	Daytona	20408	0.0	0.0	91.7	50	R	26	29			
H-I	R2	5-N	1	Huron Church Rd SB	Todd/Cabana	Huron Church Line	26280	3.5	29.4	82.9	60	R	32	35			
			2	Huron Church Rd NB	Huron Church Line	Todd/Cabana	28224	3.1	23.0	82.8	60	R	16	19			
			3	Cabana Rd	Huron Church	Daytona	20408	0.0	0.0	91.7	50	R	36	23			
H-I	R3	6-N	1	Talbot Rd EB	Huron Church Line	St. Clair College	21154	5.0	44.1	79.4	80	R	82	85			
			2	Talbot Rd WB	St. Clair College	Huron Church Line	16730	4.2	33.7	78.8	80	R	64	67			
I-J	R1	7-N	1	Talbot Rd EB	St. Clair College	Cousineau	19915	5.0	44.8	82.1	60	A	180	183			
			2	Talbot Rd WB	Cousineau	St. Clair College	23469	4.3	35.0	76.9	80	A	167	170			
			3	Cousineau Dr	E. of Talbot		11230	0.0	0.0	92.2	80	A	166	162			
J-K	R1	8-N	1	Talbot Rd EB	Cousineau	Montgomery	17372	4.9	42.4	80.5	80	R	128	113			
			2	Talbot Rd WB	Montgomery	Cousineau	20548	4.0	31.2	79.5	80	R	113	98			
			3	Cousineau Dr	E. of Talbot		11230	0.0	0.0	92.2	50	R	15	18			
J-K	R2	9-N	1	Talbot Rd EB	Montgomery	Surrey	17131	4.9	42.5	80.5	80	A	353	335			
			2	Talbot Rd WB	Surrey	Montgomery	19743	4.0	31.5	79.2	80	A	338	319			
J-K	R3	10-N	1	Talbot Rd EB	Grosvenor	Howard	16851	4.3	36.8	81.3	80	R	75	78	2.43	24	2.5
			2	Talbot Rd WB	Howard	Grosvenor	19554	3.8	28.5	79.7	80	R	59	62			
			3	Howard Ave	E. of Talbot Rd		19652	1.2	0.8	92.6	60	R	173	165			
K-L	R1	11-N	1	Talbot Rd EB	Howard	Hwy3/401	18595	3.8	28.8	81.1	80	R	63	66	3.048	13	0
			2	Talbot Rd WB	Hwy3/401	Howard	20587	3.2	21.1	81.7	80	R	45	49			
			3	Howard Ave	E. of Talbot Rd		19652	1.2	0.8	92.6	60	R	131	134			
K-L	R2	12-N	1	Talbot Rd EB	Howard	Hwy3/401	18595	3.8	28.8	81.1	80	R	64	67	3.048	9	0
			2	Talbot Rd WB	Hwy3/401	Howard	20587	3.2	21.1	81.7	80	A	29	32			
L-M	R1	13-N	1	Hwy 401 NB	E. of Hwy3/401 split		9706	5.5	50.2	73.7	100	A	76	79	3.048	15	0
			2	Hwy 401 SB	E. of Hwy3/401 split		8663	5.2	41.5	69.7	100	A	60	63			

Appendix A2 – Access Road Alternatives
Modelling Input Parameters - 2015, 2025,
2035

DRAFT

Alternative 1A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
Receptors on the South Side																			
GH	R1-A	1A-S	1	South Service Road (Spring Garden)	W. of Huron Church (use 2A traffic data)			5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	12	14235	5.40	49.85	81.6	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	12	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			4	401 NB On Ramp-25	EC Row Expressway to Hwy 401		5	2083	3.38	33.77	76.2	2521	3.49	34.86	75.0	3029	3.49	34.94	74.5
			5	401 SB Ramp-26	401 SB Off Ramp	EC EB	5	13343	1.65	6.02	84.7	14976	1.72	6.73	84.6	18144	1.77	7.13	82.8
			6	401 NB On Ramp-22	Ojibway Pkwy IC		0	1503	1.77	17.70	67.1	1688	1.92	19.23	66.6	1807	2.07	20.65	66.1
			7	EC Row EB	At Malden Rd			29489	1.35	3.28	92.4	33065	1.39	3.76	92.4	37671	1.38	3.75	92.0
			8	EC Row WB	At Malden Rd			23221	1.35	2.52	91.8	29631	1.34	2.77	91.3	34317	1.34	2.98	90.7
			9	Malden Rd	Chappus	401 S .Ramp		21182	1.61	0.81	93.8	22881	1.62	0.81	94.0	22384	1.62	0.81	94.1
GH	R1	1-S	1	South Service Road (Spring Garden)	W. of Huron Church (use 2A traffic data)			5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	12	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	12	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			4	EC Row EB	At Malden Rd			29489	1.35	3.28	92.4	33065	1.39	3.76	92.4	37671	1.38	3.75	92.0
			5	EC Row WB	At Malden Rd			23221	1.35	2.52	91.8	29631	1.34	2.77	91.3	34317	1.34	2.98	90.7
GH	R2-A	2A-S	1	N.Service Rd	N.of Labelle St			25245	1.25	0.62	90.6	28297	1.28	0.64	90.5	30429	1.35	0.68	90.6
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	12	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	12	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			4	401 NB On Ramp-22	Ojibway Pkwy IC		0	1503	1.77	17.70	67.1	1688	1.92	19.23	66.6	1807	2.07	20.65	66.1
			5	EC Row EB	At Malden Rd			29489	1.35	3.28	92.4	33065	1.39	3.76	92.4	37671	1.38	3.75	92.0
			6	EC Row WB	At Malden Rd			23221	1.35	2.52	91.8	29631	1.34	2.77	91.3	34317	1.34	2.98	90.7
			7	401 SB Off Ramp-26	Hwy 401 to EC Row Expressway EB		0	13343	1.65	6.02	84.7	14976	1.72	6.73	84.6	18144	1.77	7.13	82.8
			8	Spring Garden	Spring Garden	W. of Huron Church-	0	5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
			9	401 SB On Ramp	SB On Ramp from Huron Church		0	11044	2.05	9.76	84.0	10960	2.03	10.11	86.9	11499	2.22	11.84	86.6

Alternative 1A			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
Receptors on the South Side															
GH	R1-A	1A-S	1	South Service Road (Spring Garden)	W. of Huron Church (use 2A traffic data)		50	R	31	17	31	17			
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	238.5	241.5	233	236			
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	100	A	255.5	258.5	250	253			
			4	401 NB On Ramp-25	EC Row Expressway to Hwy 401		60	A	339.8	342.8	338	341			
			5	401 SB Ramp-26	401 SB Off Ramp	EC EB	60	A	196.8	199.8	195	198			
			6	401 NB On Ramp-22	Ojibway Pkwy IC		50	A	338.8	341.8	337	340			
			7	EC Row EB	At Malden Rd		100	A	379	382	379	382			
			8	EC Row WB	At Malden Rd		100	A	398	401	398	401			
			9	Malden Rd	Chappus	401 S .Ramp	60	R	54	57	54	57			
GH	R1	1-S	1	South Service Road (Spring Garden)	W. of Huron Church (use 2A traffic data)		50	R	31	17	31	17			
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	280.5	283.5	275	278			
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	100	A	299.5	302.5	294	297			
			4	EC Row EB	At Malden Rd		100	A	379	382	379	382			
			5	EC Row WB	At Malden Rd		100	A	398	401	398	401			
GH	R2-A	2A-S	1	N.Service Rd	N.of Labelle St		60	A	497.5	491.5	494	488			
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	72.5	60.5	67	55			
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	100	A	90.5	80.5	85	75			
			4	401 NB On Ramp-22	Ojibway Pkwy IC		50	A	113.8	103.8	112	102			
			5	EC Row EB	At Malden Rd		100	A	321	312	321	312			
			6	EC Row WB	At Malden Rd		100	A	340	332	340	332			
			7	401 SB Off Ramp-26	Hwy 401 to EC Row Expressway EB		60	A	498.8	495.8	497	494			
			8	Spring Garden	Spring Garden	W. of Huron Church-	50	A	32	21	32	21			
			9	401 SB On Ramp	SB On Ramp from Huron Church		60	A	494.8	497.8	493	496			

Alternative 1A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
GH	R2	2-S	1	N.Service Rd	N.of Labelle St			25245	1.25	0.62	90.6	28297	1.28	0.64	90.5	30429	1.35	0.68	90.6
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	0	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	0	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			4	EC Row EB	At Malden Rd			29489	1.35	3.28	92.4	33065	1.39	3.76	92.4	37671	1.38	3.75	92.0
			5	EC Row WB	At Malden Rd			23221	1.35	2.52	91.8	29631	1.34	2.77	91.3	34317	1.34	2.98	90.7
			6	401 SB Ramp	SB On Ramp from Huron Church		0	11044	2.05	9.76	84.0	10960	2.03	10.11	86.9	11499	2.22	11.84	86.6
			7	Spring Garden	Spring Garden	W. of Huron Church-		5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
GH	R3-A	3A-S	1	Parallel Rd	Spring Garden	W. of Huron Church-		5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
			2	N.Service Rd	N.of Labelle St			25245	1.25	0.62	90.6	28297	1.28	0.64	90.5	30429	1.35	0.68	90.6
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	-8	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	-8	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			5	EC Row EB	At Malden Rd			29489	1.35	3.28	92.4	33065	1.39	3.76	92.4	37671	1.38	3.75	92.0
			6	EC Row WB	At Malden Rd			23221	1.35	2.52	91.8	29631	1.34	2.77	91.3	34317	1.34	2.98	90.7
			7	401 SB Ramp	SB On Ramp from Huron Church		0	11044	2.05	9.76	84.0	10960	2.03	10.11	86.9	11499	2.22	11.84	86.6
			8	401 NB On Ramp	Ojibway Pkwy IC		0	1503	1.77	17.70	67.1	1688	1.92	19.23	66.6	1807	2.07	20.65	66.1
GH	R3	3-S	1	Parallel Rd	Spring Garden	W. of Huron Church		5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
			2	N.Service Rd	N.of Labelle St			25245	1.25	0.62	90.6	28297	1.28	0.64	90.5	30429	1.35	0.68	90.6
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	-8	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	-8	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			5	EC Row EB	At Malden Rd			29489	1.35	3.28	92.4	33065	1.39	3.76	92.4	37671	1.38	3.75	92.0
			6	EC Row WB	At Malden Rd			23221	1.35	2.52	91.8	29631	1.34	2.77	91.3	34317	1.34	2.98	90.7
			7	401 SB Ramp	SB On Ramp from Huron Church		0	11044	2.05	9.76	84.0	10960	2.03	10.11	86.9	11499	2.22	11.84	86.6
GH	R4-A	4A-S	1	Lamont Ave	Spring Garden	W. of Huron Church-		5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
			2	N.Service Rd	Labelle St	N.Service Road and 401 NB Off Ramp		33170	1.10	0.55	91.4	37940	1.11	0.56	91.0	41185	1.21	0.61	91.3
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	-9	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	-9	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			5	401 SB Ramp	SB On Ramp from Huron Church		0	11044	2.05	9.76	84.0	10960	2.03	10.11	86.9	11499	2.22	11.84	86.6

Alternative 1A			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
GH	R2	2-S	1	N.Service Rd	N.of Labelle St		60	A	498.5	495.5	495	492			
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	188.5	175.5	183	170			
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	100	A	206.5	194.5	201	189			
			4	EC Row EB	At Malden Rd		100	A	321	312	321	312			
			5	EC Row WB	At Malden Rd		100	A	340	332	340	332			
			6	401 SB Ramp	SB On Ramp from Huron Church		60	A	494.8	497.8	493	496			
			7	Spring Garden	Spring Garden	W. of Huron Church-	50	A	32	21	32	21			
GH	R3-A	3A-S	1	Parallel Rd	Spring Garden	W. of Huron Church-	50	A	37	17	37	17			
			2	N.Service Rd	N.of Labelle St		60	A	321.5	324.5	318	321			
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	53.5	56.5	48	51			
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	100	A	70.5	73.5	65	68			
			5	EC Row EB	At Malden Rd		100	A	425	428	425	428			
			6	EC Row WB	At Malden Rd		100	A	445	448	445	448			
			7	401 SB Ramp	SB On Ramp from Huron Church		60	A	249.8	243.8	248	242			
			8	401 NB On Ramp	Ojibway Pkwy IC		50	A	264.8	267.8	263	266			
GH	R3	3-S	1	Parallel Rd	Spring Garden	W. of Huron Church	50	A	37	17	37	17			
			2	N.Service Rd	N.of Labelle St		60	A	321.5	324.5	318	321			
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	158.5	161.5	153	156			
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	100	A	176.5	179.5	171	174			
			5	EC Row EB	At Malden Rd		100	A	425	428	425	428			
			6	EC Row WB	At Malden Rd		100	A	445	448	445	448			
			7	401 SB Ramp	SB On Ramp from Huron Church		60	A	249.8	243.8	248	242			
GH	R4-A	4A-S	1	Lamont Ave	Spring Garden	W. of Huron Church-	50	R	41	16	41	16			
			2	N.Service Rd	Labelle St	N.Service Road and 401 NB Off Ramp	60	A	199.5	184.5	196	181			
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	105.5	89.5	100	84			
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	100	A	123.5	107.5	118	102			
			5	401 SB Ramp	SB On Ramp from Huron Church		60	R	67.8	57.8	66	56			

Alternative 1A			Road Segment					2015				2025				2035				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	
GH	R4	4-S	1	Lamont Ave	Spring Garden	W. of Huron Church-		5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2	
			2	N.Service Rd	Labelle St	N.Service Road and 401 NB Off Ramp		33170	1.10	0.55	91.4	37940	1.11	0.56	91.0	41185	1.21	0.61	91.3	
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp		-9	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp		-9	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			5	401 SB Ramp	SB On Ramp from Huron Church			0	11044	2.05	9.76	84.0	10960	2.03	10.11	86.9	11499	2.22	11.84	86.6
G-H	R5	5-S	1	S.Service Rd	N. of Lambton			10483	1.01	0.50	92.3	12380	0.94	0.47	92.03	14423	0.94	0.47	92.2	
			2	N.Service Rd	GrandMarais Rd Ramp	Pulford		12425	0.82	0.41	90.2	13788	0.81	0.40	90.8	14568	0.92	0.46	90.4	
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp		0	24917	3.66	28.82	83.3	29871	4.04	33.23	82.9	33356	4.35	36.71	82.4
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401 NB Off Ramp		0	16155	3.30	21.50	85.8	19526	3.62	25.13	83.3	22404	3.84	27.24	83.1
			5	Lambton	Grand Marias Rd - W.of Connecting Ramp				10117	0.25	0.13	92.8	11116	0.26	0.13	92.8	12140	0.27	0.14	92.8
G-H	R6	6-S	1	S.Service Rd	N. of Lambton			10483	1.01	0.50	92.3	12380	0.94	0.47	92.03	14423	0.94	0.47	92.2	
			2	N.Service Rd	GrandMarais Rd Ramp	Pulford		12425	0.82	0.41	90.2	13788	0.81	0.40	90.8	14568	0.92	0.46	90.4	
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp		0	24917	3.66	28.82	83.3	29871	4.04	33.23	82.9	33356	4.35	36.71	82.4
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp		0	16155	3.30	21.50	85.8	19526	3.62	25.13	83.3	22404	3.84	27.24	83.1
			5	Parallel Rd	Fazio Dr - W. of S.Service Rd				5961	0.96	0.48	93.7	6831	0.94	0.47	93.9	8183	0.92	0.46	93.2
			6	Lambton	Grand Marias Rd - W.of Connecting Ramp				10117	0.25	0.13	92.8	11116	0.26	0.13	92.8	12140	0.27	0.14	92.8
			7	Fazio	W. of S.Service Rd				5961	0.96	0.48	93.7	6831	0.94	0.47	93.9	8183	0.92	0.46	93.2
H-I	R1	7-S	1	S.Service Rd	Lambton	Todd		9429	0.87	0.43	92.13	11489	0.77	0.39	91.93	13362	0.77	0.39	92.2	
			2	N.Service Rd	Pulford	Todd		12314	0.88	0.44	90.8	14331	0.86	0.43	91.0	15197	0.98	0.49	90.7	
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp		0	24917	3.66	28.82	83.3	29871	4.04	33.23	82.9	33356	4.35	36.71	82.4
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp		0	16155	3.30	21.50	85.8	19526	3.62	25.13	83.3	22404	3.84	27.24	83.1

Alternative 1A			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
GH	R4	4-S	1	Lamont Ave	Spring Garden	W. of Huron Church-	50	R	41	16	41	16			
			2	N.Service Rd	Labelle St	N.Service Road and 401 NB Off Ramp	60	A	199.5	184.5	196	181			
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	142.5	129.5	137	124			
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB On Ramp	100	A	161.5	146.5	156	141			
			5	401 SB Ramp	SB On Ramp from Huron Church		60	R	67.8	57.8	66	56			
G-H	R5	5-S	1	S.Service Rd	N. of Lambton		60	A	88.5	85.5	85	82	1.524	6	0
			2	N.Service Rd	GrandMarais Rd Ramp	Pulford	60	A	145.5	142.5	142	139			
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	100	A	107.5	104.5	102	99			
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401 NB Off Ramp	100	A	125.5	122.5	120	117			
			5	Lambton	Grand Marias Rd - W.of Connecting Ramp		50	R	30	18	30	18			
G-H	R6	6-S	1	S.Service Rd	N. of Lambton		60	R	67.5	70.5	64	67	1.83	9	2
			2	N.Service Rd	GrandMarais Rd Ramp	Pulford	60	R	124.5	127.5	121	124			
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	100	R	86.5	89.5	81	84			
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	100	R	104.5	107.5	99	102			
			5	Parallel Rd	Fazio Dr - W. of S.Service Rd		50	R	26	29	26	29			
			6	Lambton	Grand Marias Rd - W.of Connecting		50	R	61	64	61	64			
			7	Fazio	W. of S.Service Rd		50	R	46	43	46	43			
H-I	R1	7-S	1	S.Service Rd	Lambton	Todd	60	A	121.5	118.5	118	115	a Bungalow		
			2	N.Service Rd	Pulford	Todd	60	A	209.5	206.5	206	203			
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	100	A	156.5	153.5	151	148			
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	100	A	174.5	171.5	169	166			

Alternative 1A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
H-I	R2	8-S	1	S.Service Rd	Lambton	Todd		9429	0.87	0.43	92.13	11489	0.77	0.39	91.93	13362	0.77	0.39	92.2
			2	N.Service Rd	Pulford	Todd		12314	0.88	0.44	90.8	14331	0.86	0.43	91.0	15197	0.98	0.49	90.7
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	-8	24917	3.66	28.82	83.3	29871	4.04	33.23	82.9	33356	4.35	36.71	82.4
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	-8	16155	3.30	21.50	85.8	19526	3.62	25.13	83.3	22404	3.84	27.24	83.1
			5	Todd Lane	W. HC Line			17415	0.00	0.00	92.7	17903	0.00	0.00	92.7	18985	0.00	0.00	92.7
H-I	R3	9-S	1	S.Service Rd	Lambton	Todd		9429	0.87	0.43	92.13	11489	0.77	0.39	91.93	13362	0.77	0.39	92.2
			2	N.Service Rd	Pulford	Todd		12314	0.88	0.44	90.8	14331	0.86	0.43	91.0	15197	0.98	0.49	90.7
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	-8	24917	3.66	28.82	83.3	29871	4.04	33.23	82.9	33356	4.35	36.71	82.4
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	-8	16155	3.30	21.50	85.8	19526	3.62	25.13	83.3	22404	3.84	27.24	83.1
			5	Todd Lane	W. HC Line			17415	0.00	0.00	92.7	17903	0.00	0.00	92.7	18985	0.00	0.00	92.7
H-I	R4	10-S	1	S.Service Rd	Todd Ln/Cabana Rd	St Clair College		16021	0.30	0.15	92.69	17084	0.33	0.17	92.63	18371	0.35	0.18	92.7
			2	N.Service Rd	Todd Ln/Cabana Rd	St Clair College		6976	0.00	0.00	94.0	7167	0.00	0.00	93.9	7428	0.0041	0.002	93.8
			3	Hwy 401 SB	HC Rd/401 SB on Ramp	St Clair 401 SB Off Ramp	-4	24917	3.66	28.82	83.3	29871	4.04	33.23	82.9	33356	4.35	36.71	82.4
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB off Ramp	-4	16155	3.30	21.50	85.8	19526	3.62	25.13	83.3	22404	3.84	27.24	83.1
			5	Huron Church Line	S.of Todd Lane			18010	1.60	3.22	95.4	17903	0.00	0.00	92.7	26259	1.70	4.54	95.6
I-J	R1_1	11-S	1	S.Service Rd	Todd Ln/Cabana Rd	St Clair College		16021	0.30	0.15	92.69	17084	0.33	0.17	92.63	18371	0.35	0.18	92.7
			2	N.Service Rd	Todd Ln/Cabana Rd	St Clair College		6976	0.00	0.00	94.0	7167	0.00	0.00	93.9	7428	0.0041	0.002	93.8
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	0	16134	4.36	35.58	84.0	20521	4.76	40.22	83.5	23809	5.06	43.71	83.0
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	0	11651	3.77	24.90	85.7	14904	4.12	29.21	82.4	17359	4.33	31.32	82.0
			5	401NB On Ramp	At St Clair College		0	4318	0.31	0.15	87.8	4457	0.33	0.16	87.5	4850	0.34	0.17	88.0
			6	401SB Off Ramp	At St Clair College		0	8288	0.74	1.50	83.6	8772	0.71	1.67	83.5	8911	0.72	1.93	83.1
I-J	R1_2	11-S	1	S.Service Rd	Todd Ln/Cabana Rd	St Clair College		16021	0.30	0.15	92.69	17084	0.33	0.17	92.63	18371	0.35	0.18	92.7
			2	N.Service Rd	Todd Ln/Cabana Rd	St Clair College		6976	0.00	0.00	94.0	7167	0.00	0.00	93.9	7428	0.0041	0.002	93.8
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	0	16134	4.36	35.58	84.0	20521	4.76	40.22	83.5	23809	5.06	43.71	83.0
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	0	11651	3.77	24.90	85.7	14904	4.12	29.21	82.4	17359	4.33	31.32	82.0
			5	401NB On Ramp	At St Clair College		0	4318	0.31	0.15	87.8	4457	0.33	0.16	87.5	4850	0.34	0.17	88.0
			6	401SB Off Ramp	At St Clair College		0	8288	0.74	1.50	83.6	8772	0.71	1.67	83.5	8911	0.72	1.93	83.1

Alternative 1A			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
H-I	R2	8-S	1	S.Service Rd	Lambton	Todd	60	A	299.5	295.5	296	292			
			2	N.Service Rd	Pulford	Todd	60	A	356.5	352.5	353	349			
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	100	A	321.5	315.5	316	310			
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	100	A	338.5	333.5	333	328			
			5	Todd Lane	W. HC Line		50	R	47	25	47	25			
H-I	R3	9-S	1	S.Service Rd	Lambton	Todd	60	A	317.5	320.5	314	317			
			2	N.Service Rd	Pulford	Todd	60	A	382.5	385.5	379	382			
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	100	A	343.5	346.5	338	341			
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	100	A	360.5	363.5	355	358			
			5	Todd Lane	W. HC Line		50	A	38	27	38	27			
H-I	R4	10-S	1	S.Service Rd	Todd Ln/Cabana Rd	St Clair College	60	A	325.5	328.5	322	325			
			2	N.Service Rd	Todd Ln/Cabana Rd	St Clair College	60	A	382.5	385.5	379	382			
			3	Hwy 401 SB	HC Rd/401 SB on Ramp	St Clair 401 SB Off Ramp	100	A	344.5	347.5	339	342			
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB off Ramp	100	A	363.5	366.5	358	361			
			5	Huron Church Line	S.of Todd Lane		60	A	118	122	118	122			
I-J	R1_1	11-S	1	S.Service Rd	Todd Ln/Cabana Rd	St Clair College	60	A	143.5	146.5	140	143			
			2	N.Service Rd	Todd Ln/Cabana Rd	St Clair College	60	A	225.5	228.5	222	225			
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	100	A	175.5	178.5	170	173			
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	100	A	194.5	197.5	189	192			
			5	401NB On Ramp	At St Clair College		60	A	206.8	209.8	205	208			
			6	401SB Off Ramp	At St Clair College		60	A	161.8	164.8	160	163			
I-J	R1_2	11-S	1	S.Service Rd	Todd Ln/Cabana Rd	St Clair College	60	A	145.5	148.5	142	145			
			2	N.Service Rd	Todd Ln/Cabana Rd	St Clair College	60	A	204.5	207.5	201	204			
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	100	A	171.5	174.5	166	169			
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	100	A	189.5	192.5	184	187			
			5	401NB On Ramp	At St Clair College		60	A	196.8	199.8	195	198			
			6	401SB Off Ramp	At St Clair College		60	A	164.8	167.8	163	166			

Alternative 1A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
I-J	R2_1	12-S	1	S.Service Rd	St Clair College	Cousineau Dr		9288	0.74	1.20	93.5	9834	0.71	1.37	93.3	10653	0.69	1.51	93.2
			2	N.Service Rd	St Clair College	Cousineau Dr		14452	0.34	0.17	89.9	14675	0.36	0.18	89.6	15278	0.38	0.19	89.7
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	-7	16134	4.36	35.58	84.0	20521	4.76	40.22	83.5	23809	5.06	43.71	83.0
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	-7	11651	3.77	24.90	85.7	14904	4.12	29.21	82.4	17359	4.33	31.32	82.0
			5	401NB Off Ramp	At St Clair College		0	6964	0.00	0.00	84.2	7216	0.00	0.00	84.6	7753	0.00	0.00	85.1
			6	401SB On Ramp	At St Clair College		0	5019	0.24	0.12	79.7	5449	0.28	0.14	80.5	5824	0.30	0.15	80.8
			7	Cousineau Dr	W.Service Rd			16158	0.54	0.27	92.6	17708	0.54	0.27	93.1	20212	0.59	0.29	92.9
I-J	R2_2	12-S	1	S.Service Rd	St Clair College	Cousineau Dr		9288	0.74	1.20	93.5	9834	0.71	1.37	93.3	10653	0.69	1.51	93.2
			2	N.Service Rd	St Clair College	Cousineau Dr		14452	0.34	0.17	89.9	14675	0.36	0.18	89.6	15278	0.38	0.19	89.7
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	-7	16134	4.36	35.58	84.0	20521	4.76	40.22	83.5	23809	5.06	43.71	83.0
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	-7	11651	3.77	24.90	85.7	14904	4.12	29.21	82.4	17359	4.33	31.32	82.0
			5	401NB Off Ramp	At St Clair College		0	6964	0.00	0.00	84.2	7216	0.00	0.00	84.6	7753	0.00	0.00	85.1
			6	401SB On Ramp	At St Clair College		0	5019	0.24	0.12	79.7	5449	0.28	0.14	80.5	5824	0.30	0.15	80.8
			7	Cousineau Dr	W.Service Rd			16158	0.54	0.27	92.6	17708	0.54	0.27	93.1	20212	0.59	0.29	92.9
J-K	R1_1	13-S	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	-7	16134	4.36	35.58	84.0	20521	4.76	40.22	83.5	23809	5.06	43.71	83.0
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	-7	11651	3.77	24.90	85.7	14904	4.12	29.21	82.4	17359	4.33	31.32	82.0
			5	Cousineau Dr	W.Service Rd			16158	0.54	0.27	92.6	17708	0.54	0.27	93.1	20212	0.59	0.29	92.9
			6	401NB Off Ramp	At St Clair College		-3	6964	0.00	0.00	84.2	7216	0.00	0.00	84.6	7753	0.00	0.00	85.1
			7	401SB On Ramp	At St Clair College		-3	5019	0.24	0.12	79.7	5449	0.28	0.14	80.5	5824	0.30	0.15	80.8
J-K	R1_2	13-S	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	-7	16134	4.36	35.58	84.0	20521	4.76	40.22	83.5	23809	5.06	43.71	83.0
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	-7	11651	3.77	24.90	85.7	14904	4.12	29.21	82.4	17359	4.33	31.32	82.0
			5	Cousineau Dr	W.Service Rd			16158	0.54	0.27	92.6	17708	0.54	0.27	93.1	20212	0.59	0.29	92.9
			6	401NB Off Ramp	At St Clair College		-3	6964	0.00	0.00	84.2	7216	0.00	0.00	84.6	7753	0.00	0.00	85.1
			7	401SB On Ramp	At St Clair College		-3	5019	0.24	0.12	79.7	5449	0.28	0.14	80.5	5824	0.30	0.15	80.8

Alternative 1A			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
I-J	R2_1	12-S	1	S.Service Rd	St Clair College	Cousineau Dr	60	A	205.5	200.5	202	197			
			2	N.Service Rd	St Clair College	Cousineau Dr	60	A	291.5	286.5	288	283			
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	100	A	238.5	234.5	233	229			
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	100	A	257.5	252.5	252	247			
			5	401NB Off Ramp	At St Clair College		60	A	283.8	278.8	282	277			
			6	401SB On Ramp	At St Clair College		60	A	212.8	209.8	211	208			
			7	Cousineau Dr	W.Service Rd		50	A	33	21	33	21			
I-J	R2_2	12-S	1	S.Service Rd	St Clair College	Cousineau Dr	60	A	164.5	160.5	161	157			
			2	N.Service Rd	St Clair College	Cousineau Dr	60	A	245.5	239.5	242	236			
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	100	A	195.5	190.5	190	185			
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	100	A	213.5	208.5	208	203			
			5	401NB Off Ramp	At St Clair College		60	A	238.8	232.8	237	231			
			6	401SB On Ramp	At St Clair College		60	A	171.8	165.8	170	164			
			7	Cousineau Dr	W.Service Rd		50	A	33	21	33	21			
J-K	R1_1	13-S	1	S.Service Rd	Cousineau Dr	Howard	60	R	63.5	66.5	60	63			
			2	N.Service Rd	Cousineau Dr	Howard	60	R	138.5	141.5	135	138			
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	100	R	88.5	91.5	83	86			
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	100	R	106.5	109.5	101	104			
			5	Cousineau Dr	W.Service Rd		50	R	41	35	41	35			
			6	401NB Off Ramp	At St Clair College		60	R	116.8	119.8	115	118			
			7	401SB On Ramp	At St Clair College		60	R	77.8	80.8	76	79			
J-K	R1_2	13-S	1	S.Service Rd	Cousineau Dr	Howard	60	R	21.5	24.5	18	21			
			2	N.Service Rd	Cousineau Dr	Howard	60	R	80.5	83.5	77	80			
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	100	R	44.5	47.5	39	42			
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	100	R	62.5	65.5	57	60			
			5	Cousineau Dr	W.Service Rd		50	R	41	35	41	35			
			6	401NB Off Ramp	At St Clair College		60	R	68.8	71.8	67	70			
			7	401SB On Ramp	At St Clair College		60	R	35.8	38.8	34	37			

Alternative 1A			Road Segment					2015				2025				2035				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	
J-K	R2_1	14-S	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8	
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2	
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	0	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2	
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	0	19026	3.45	23.93	83.0	22602	3.76	27.38	81.2	25681	3.94	29.28	81.1	
J-K	R2_2	14-S	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8	
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2	
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	0	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2	
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	0	19026	3.45	23.93	83.0	22602	3.76	27.38	81.2	25681	3.94	29.28	81.1	
J-K	R3_1	15-S	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8	
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2	
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	-7	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2	
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	-7	19026	3.45	23.93	83.0	22602	3.76	27.38	81.2	25681	3.94	29.28	81.1	
			5	Howard	W. of S Service Rd			24836	1.40	0.70	92.8	27859	1.38	0.69	92.7	30531	1.39	0.69	92.7	
J-K	R3_2	15-S	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8	
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2	
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	-7	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2	
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	-7	19026	3.45	23.93	83.0	22602	3.76	27.38	81.2	25681	3.94	29.28	81.1	
			5	Howard	W. of S Service Rd			24836	1.40	0.70	92.8	27859	1.38	0.69	92.7	30531	1.39	0.69	92.7	
K-L	R1	16-S	1	S.Service Rd	E. Of Howard Ave			12060	1.32	0.66	91.9	13024	1.29	0.64	91.7	14106	1.31	0.66	91.8	
			2	N.Service Rd	E. Of Howard Ave			13630	1.40	0.70	93.6	14732	1.43	0.71	93.8	15472	1.48	0.74	93.7	
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	-4	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2	
			4	Hwy 401 NB	Hwy 3/401NB Off Ramp	Hwy 3/401NB On Ramp	-4	9889	4.68	38.76	79.7	13346	4.98	41.75	77.1	16034	5.12	42.88	77.6	
			5	401NB On Ramp	Hwy 3 Merge/Split			-4	9124	1.27	0.63	88.0	9328	1.23	0.62	87.9	9728	1.26	0.63	88.0
			6	Howard	W. of S Service Rd				24836	1.40	0.70	92.8	27859	1.38	0.69	92.7	30531	1.39	0.69	92.7
L-M	R1	17-S	1	Hwy 401 NB	S. of Hwy 3 merge/spilt	Hwy 3/401NB Off Ramp	0	19972	3.44	24.14	82.9	24704	3.55	24.91	82.8	27686	3.74	26.59	82.2	
			2	Hwy 401 SB	Hwy 3/401SB onRamp	S. of Hwy 3 merge/spilt	0	21529	3.95	32.21	82.7	26965	4.15	34.49	82.3	30966	4.39	37.08	82.2	

Alternative 1A			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
J-K	R2_1	14-S	1	S.Service Rd	Cousineau Dr	Howard	60	A	71.5	74.5	68	71			
			2	N.Service Rd	Cousineau Dr	Howard	60	A	129.5	132.5	126	129			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	A	91.5	94.5	86	89			
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	100	A	109.5	112.5	104	107			
J-K	R2_2	14-S	1	S.Service Rd	Cousineau Dr	Howard	60	A	26.5	29.5	23	26			
			2	N.Service Rd	Cousineau Dr	Howard	60	A	83.5	86.5	80	83			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	A	47.5	50.5	42	45			
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	100	A	65.5	68.5	60	63			
J-K	R3_1	15-S	1	S.Service Rd	Cousineau Dr	Howard	60	A	58.5	61.5	55	58			
			2	N.Service Rd	Cousineau Dr	Howard	60	A	227.5	230.5	224	227			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	A	125.5	128.5	120	123			
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	100	A	143.5	146.5	138	141			
			5	Howard	W. of S Service Rd		60	A	54	57	54	57			
J-K	R3_2	15-S	1	S.Service Rd	Cousineau Dr	Howard	60	A	55.5	58.5	52	55			
			2	N.Service Rd	Cousineau Dr	Howard	60	A	220.5	223.5	217	220			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	A	121.5	124.5	116	119			
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	100	A	139.5	142.5	134	137			
			5	Howard	W_of S Service Rd		60	A	54	57	54	57			
K-L	R1	16-S	1	S.Service Rd	E. Of Howard Ave		60	R	68.5	50.5	65	47			
			2	N.Service Rd	E. Of Howard Ave		60	R	263.5	246.5	260	243			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	R	100.5	82.5	95	77			
			4	Hwy 401 NB	Hwy 3/401NB Off Ramp	Hwy 3/401NB On Ramp	100	R	118.5	100.5	113	95			
			5	401NB On Ramp	Hwy 3 Merge/Split		60	R	137.8	119.8	136	118			
			6	Howard	W. of S Service Rd		60	R	121	119	121	119			
L-M	R1	17-S	1	Hwy 401 NB	S. of Hwy 3 merge/spilt	Hwy 3/401NB Off Ramp	100	A	122	125	122	125			
			2	Hwy 401 SB	Hwy 3/401SB onRamp	S.of Hwy 3 merge/spilt	100	A	107	110	106	109			

Alternative 1A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
Receptors on the North Side																			
GH	R1-A	1A-N	1	Parallel Rd	Spring Garden	W. of Huron Church-use_2A		5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB Off Ramp		33170	1.10	0.55	91.4	37940	1.11	0.56	91.0	41185	1.21	0.61	91.3
			3	Hwy 401 SB	Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			4	Hwy 401 NB	HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	-9	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			5	401 SB On Ramp	At Huron Church Rd		0	11044	2.05	9.76	84.0	10960	2.03	10.11	86.9	11499	2.22	11.84	86.6
GH	R1	1-N	1	Parallel Rd	Spring Garden	W. of Huron Church-use_2A		5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB		33170	1.10	0.55	91.4	37940	1.11	0.56	91.0	41185	1.21	0.61	91.3
			3	Hwy 401 SB	Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			4	Hwy 401 NB	HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	-9	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			5	401 SB On Ramp	At Huron Church Rd		0	11044	2.05	9.76	84.0	10960	2.03	10.11	86.9	11499	2.22	11.84	86.6
GH	R2-A	2A-N	1	S.Service Rd	N. of Lambton			10483	1.01	0.50	92.34	12380	0.94	0.47	92.03	14423	0.94	0.47	92.2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp		24277	0.84	0.42	91.4	27609	0.83	0.42	91.4	29689	0.92	0.46	91.5
			3	Hwy 401 SB	Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			4	Hwy 401 NB	HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	-9	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			5	401 NB Off Ramp	At Huron Church Rd		-4.5	8892	1.81	0.91	91.3	10331	1.87	0.93	89.9	11496	1.98	0.99	90.8
			6	401 SB On Ramp	At Huron Church Rd		-4.5	11044	2.05	9.76	84.0	10960	2.03	10.11	86.9	11499	2.22	11.84	86.6
			7	Parallel Rd	Spring Garden	W. of Huron Church-use_2A		5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
GH	R2	2-N	1	S.Service Rd	N. of Lambton			10483	1.01	0.50	92.34	12380	0.94	0.47	92.03	14423	0.94	0.47	92.2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp		24277	0.84	0.42	91.4	27609	0.83	0.42	91.4	29689	0.92	0.46	91.5
			3	Hwy 401 SB	Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	14235	5.40	49.85	81.60	18679	5.76	54.10	80.2	22883	6.05	57.77	79.7
			4	Hwy 401 NB	HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	-9	7502	5.50	50.22	76.8	9431	5.85	54.36	74.2	11228	6.07	56.95	73.0
			5	401 NB Off Ramp	At Huron Church Rd		-4.5	8892	1.81	0.91	91.3	10331	1.87	0.93	89.9	11496	1.98	0.99	90.8
			6	401 SB On Ramp	At Huron Church Rd		-4.5	11044	2.05	9.76	84.0	10960	2.03	10.11	86.9	11499	2.22	11.84	86.6
			7	Parallel Rd	Spring Garden	W. of Huron Church-use_2A		5440	0	0	92.3	5440	0	0	92.3	5486	0	0	92.2
GH	R3	3-N	1	S.Service Rd	Lambton	Todd		9429	0.87	0.43	92.13	11489	0.77	0.39	91.93	13362	0.77	0.39	92.2
			2	N.Service Rd	GrandMarais Rd	Pulford		12425	0.82	0.41	90.2	13788	0.81	0.40	90.8	14568	0.92	0.46	90.4
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	0	24917	3.66	28.82	83.3	29871	4.04	33.23	82.9	33356	4.35	36.71	82.4
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	0	16155	3.30	21.50	85.8	19526	3.62	25.13	83.3	22404	3.84	27.24	83.1

Alternative 1A			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
Receptors on the North Side															
GH	R1-A	1A-N	1	Parallel Rd	Spring Garden	W. of Huron Church-use_2A	40	R	190	187	190	187	2.43	4	2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB Off Ramp	60	A	47.5	44.5	44	41			
			3	Hwy 401 SB	Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	120.5	113.5	115	108			
			4	Hwy 401 NB	HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	100	R	100.5	95.5	95	90			
			5	401 SB On Ramp	At Huron Church Rd		60	R	195.8	188.8	194	187			
GH	R1	1-N	1	Parallel Rd	Spring Garden	W. of Huron Church-use_2A	40	R	190	187	190	187	2.43	4	2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB		A	47.5	44.5	44	41			
			3	Hwy 401 SB	Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		R	120.5	113.5	115	108			
			4	Hwy 401 NB	HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp		R	100.5	95.5	95	90			
			5	401 SB On Ramp	At Huron Church Rd			R	169.8	164.8	168	163			
GH	R2-A	2A-N	1	S.Service Rd	N. of Lambton		60	R	126.5	129.5	123	126	2.43	5	2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp	60	A	16.5	19.5	13	16			
			3	Hwy 401 SB	Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	78.5	81.5	73	76			
			4	Hwy 401 NB	HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	100	R	60.5	63.5	55	58			
			5	401 NB Off Ramp	At Huron Church Rd		60	R	29.8	32.8	28	31			
			6	401 SB On Ramp	At Huron Church Rd		60	R	99.8	102.8	98	101			
			7	Parallel Rd	Spring Garden	W. of Huron Church-use_2A	40	R	220	223	220	223			
GH	R2	2-N	1	S.Service Rd	N. of Lambton		60	R	126.5	129.5	123	126	2.43	5	2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp	60	A	18.5	21.5	15	18			
			3	Hwy 401 SB	Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	71.5	74.5	66	69			
			4	Hwy 401 NB	HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	100	R	53.5	56.5	48	51			
			5	401 NB Off Ramp	At Huron Church Rd		60	R	29.8	32.8	28	31			
			6	401 SB On Ramp	At Huron Church Rd		60	R	99.8	102.8	98	101			
			7	Parallel Rd	Spring Garden	W. of Huron Church-use_2A	40	R	220	223	220	223			
GH	R3	3-N	1	S.Service Rd	Lambton	Todd	60	R	92.5	95.5	89	92	1.52	8	0
			2	N.Service Rd	GrandMarais Rd	Pulford	60	R	35.5	38.5	32	35			
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	100	R	72.5	75.5	67	70			
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	100	R	54.5	57.5	49	52			

Alternative 1A			Road Segment					2015				2025				2035				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	
H-I	R1	4-N	1	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	-8	24917	3.66	28.82	83.3	29871	4.04	33.23	82.9	33356	4.35	36.71	82.4	
			2	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	-8	16155	3.30	21.50	85.8	19526	3.62	25.13	83.3	22404	3.84	27.24	83.1	
			3	Cabana Rd	E.of N Service Rd				16555	0.00	0.00	92.7	16883	0.00	0.00	92.7	19106	0.00	0.00	92.8
			4	S.Service Rd	Lambton	Todd			9429	0.87	0.43	92.13	11489	0.77	0.39	91.93	13362	0.77	0.39	92.2
			5	N.Service Rd	Pulford	Todd			12314	0.88	0.44	90.8	14331	0.86	0.43	91.0	15197	0.98	0.49	90.7
H-I	R2	5-N	1	S.Service Rd	Todd	St Clair College		16021	0.30	0.15	92.69	17084	0.33	0.17	92.63	18371	0.35	0.18	92.7	
			2	N.Service Rd	Todd	St Clair College		6976	0.00	0.00	94.0	7167	0.00	0.00	93.9	7428	0.0041	0.002	93.8	
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	-8	24917	3.66	28.82	83.3	29871	4.04	33.23	82.9	33356	4.35	36.71	82.4	
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	-8	16155	3.30	21.50	85.8	19526	3.62	25.13	83.3	22404	3.84	27.24	83.1	
			5	Cabana Rd	E.of N Service Rd				16555	0.00	0.00	92.7	16883	0.00	0.00	92.7	19106	0.00	0.00	92.8
H-I	R3	6-N	1	S.Service Rd	Todd	St Clair College		16021	0.30	0.15	92.69	17084	0.33	0.17	92.63	18371	0.35	0.18	92.7	
			2	N.Service Rd	Todd	St Clair College		6976	0.00	0.00	94.0	7167	0.00	0.00	93.9	7428	0.0041	0.002	93.8	
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	0	24917	3.66	28.82	83.3	29871	4.04	33.23	82.9	33356	4.35	36.71	82.4	
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	0	16155	3.30	21.50	85.8	19526	3.62	25.13	83.3	22404	3.84	27.24	83.1	
I-J	R1_1	7-N	1	S.Service Rd	St Clair College	Cousineau Dr		9288	0.74	1.20	93.5	9834	0.71	1.37	93.3	10653	0.69	1.51	93.2	
			2	N.Service Rd	St Clair College	Cousineau Dr		14452	0.34	0.17	89.9	14675	0.36	0.18	89.6	15278	0.38	0.19	89.7	
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	-7	16134	4.36	35.58	84.0	20521	4.76	40.22	83.5	23809	5.06	43.71	83.0	
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	-7	11651	3.77	24.90	85.7	14904	4.12	29.21	82.4	17359	4.33	31.32	82.0	
			5	401NB Off Ramp	At St Clair College				6964	0.00	0.00	84.2	7216	0.00	0.00	84.6	7753	0.00	0.00	85.1
			6	401SB On Ramp	At St Clair College				5019	0.24	0.12	79.7	5449	0.28	0.14	80.5	5824	0.30	0.15	80.8
			7	Cousineau Dr	E.of N Service Rd				9787	0.00	0.00	92.0	9507	0.00	0.00	91.6	9887	0.00	0.00	91.6
I-J	R1_2	7-N	1	S.Service Rd	St Clair College	Cousineau Dr		9288	0.74	1.20	93.5	9834	0.71	1.37	93.3	10653	0.69	1.51	93.2	
			2	N.Service Rd	St Clair College	Cousineau Dr		14452	0.34	0.17	89.9	14675	0.36	0.18	89.6	15278	0.38	0.19	89.7	
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	-7	16134	4.36	35.58	84.0	20521	4.76	40.22	83.5	23809	5.06	43.71	83.0	
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	-7	11651	3.77	24.90	85.7	14904	4.12	29.21	82.4	17359	4.33	31.32	82.0	
			5	401NB Off Ramp	At St Clair College				6964	0.00	0.00	84.2	7216	0.00	0.00	84.6	7753	0.00	0.00	85.1
			6	401SB On Ramp	At St Clair College				5019	0.24	0.12	79.7	5449	0.28	0.14	80.5	5824	0.30	0.15	80.8
			7	Cousineau Dr	E.of N Service Rd				9787	0.00	0.00	92.0	9507	0.00	0.00	91.6	9887	0.00	0.00	91.6

Alternative 1A			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)	
									(m)	(m)	(m)	(m)				
H-I	R1	4-N	1	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	100	R	131.5	134.5	126	129				
			2	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	100	R	114.5	117.5	109	112				
			3	Cabana Rd	E.of N Service Rd			50	A	26	29	26	29			
			4	S.Service Rd	Lambton	Todd		60	R	151.5	154.5	148	151			
			5	N.Service Rd	Pulford	Todd		60	R	94.5	97.5	91	94			
H-I	R2	5-N	1	S.Service Rd	Todd	St Clair College	60	R	125.5	109.5	122	106				
			2	N.Service Rd	Todd	St Clair College	60	R	67.5	51.5	64	48				
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	100	R	105.5	89.5	100	84				
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	100	R	87.5	71.5	82	66				
			5	Cabana Rd	E.of N Service Rd			50	R	36	23	36	23			
H-I	R3	6-N	1	S.Service Rd	Todd	St Clair College	60	R	106.5	109.5	103	106				
			2	N.Service Rd	Todd	St Clair College	60	R	48.5	51.5	45	48				
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	St Clair 401 SB Off Ramp	100	R	86.5	89.5	81	84				
			4	Hwy 401 NB	St Clair 401 NB On Ramp	HC Rd/401NB Off Ramp	100	R	69.5	72.5	64	67				
I-J	R1_1	7-N	1	S.Service Rd	St Clair College	Cousineau Dr	60	A	191.5	194.5	188	191				
			2	N.Service Rd	St Clair College	Cousineau Dr	60	A	113.5	117.5	110	114				
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	100	A	165.5	168.5	160	163				
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	100	A	147.5	150.5	142	145				
			5	401NB Off Ramp	At St Clair College			60	A	133.8	138.8	132	137			
			6	401SB On Ramp	At St Clair College			60	A	174.8	178.8	173	177			
			7	Cousineau Dr	E.of N Service Rd			50	A	166	162	166	162			
I-J	R1_2	7-N	1	S.Service Rd	St Clair College	Cousineau Dr	60	A	233.5	237.5	230	234				
			2	N.Service Rd	St Clair College	Cousineau Dr	60	A	165.5	170.5	162	167				
			3	Hwy 401 SB	St Clair 401 SB Off Ramp	St Clair 401 SB On Ramp	100	A	208.5	212.5	203	207				
			4	Hwy 401 NB	St Clair 401 NB Off Ramp	St Clair 401NB On Ramp	100	A	191.5	195.5	186	190				
			5	401NB Off Ramp	At St Clair College			60	A	182.8	186.8	181	185			
			6	401SB On Ramp	At St Clair College			60	A	215.8	219.8	214	218			
			7	Cousineau Dr	E.of N Service Rd			50	A	166	162	166	162			

Alternative 1A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
J-K	R1_1	8-N	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	-7	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	-7	19026	3.45	23.93	83.0	22602	3.76	27.38	81.2	25681	3.94	29.28	81.1
			5	401NB Off Ramp	At St Clair College		-7	6964	0.00	0.00	84.2	7216	0.00	0.00	84.6	7753	0.00	0.00	85.1
			6	401SB On Ramp	At St Clair College		-7	5019	0.24	0.12	79.7	5449	0.28	0.14	80.5	5824	0.30	0.15	80.8
			7	Cousineau Dr	E.of N Service Rd			9787	0.00	0.00	92.0	9507	0.00	0.00	91.6	9887	0.00	0.00	91.6
J-K	R1_2	8-N	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	-7	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	-7	19026	3.45	23.93	83.0	22602	3.76	27.38	81.2	25681	3.94	29.28	81.1
			5	401NB Off Ramp	At St Clair College		-7	6964	0.00	0.00	84.2	7216	0.00	0.00	84.6	7753	0.00	0.00	85.1
			6	401SB On Ramp	At St Clair College		-7	5019	0.24	0.12	79.7	5449	0.28	0.14	80.5	5824	0.30	0.15	80.8
			7	Cousineau Dr	E.of N Service Rd			9787	0.00	0.00	92.0	9507	0.00	0.00	91.6	9887	0.00	0.00	91.6
J-K	R2_1	9-N	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	0	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	0	19026	3.45	23.93	83.0	22602	3.76	27.38	81.2	25681	3.94	29.28	81.1
J-K	R2_2	9-N	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	0	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	0	19026	3.45	23.93	83.0	22602	3.76	27.38	81.2	25681	3.94	29.28	81.1
J-K	R3_1	10-N	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	-3	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	-3	19026	3.45	23.93	83.0	22602	3.76	27.38	81.2	25681	3.94	29.28	81.1
			5	Howard	E.of N Service Rd			16200	1.18	0.59	93.1	18369	1.20	0.60	93.2	19700	1.20	0.60	93.2
J-K	R3_2	10-N	1	S.Service Rd	Cousineau Dr	Howard		6287	1.11	1.98	91.8	6313	1.02	2.12	91.7	6582	0.96	2.27	91.8
			2	N.Service Rd	Cousineau Dr	Howard		7417	1.61	0.80	93.1	7599	1.74	0.87	93.3	8010	2.05	1.02	93.2
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	-3	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	-3	19026	3.45	23.93	83.0	22602	3.76	27.38	81.2	25681	3.94	29.28	81.1
			5	Howard	E.of N Service Rd			16200	1.18	0.59	93.1	18369	1.20	0.60	93.2	19700	1.20	0.60	93.2

Alternative 1A			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
J-K	R1_1	8-N	1	S.Service Rd	Cousineau Dr	Howard	60	R	132.5	120.5	129	117			
			2	N.Service Rd	Cousineau Dr	Howard	60	R	74.5	62.5	71	59			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	R	112.5	100.5	107	95			
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	100	R	94.5	82.5	89	77			
			5	401NB Off Ramp	At St Clair College		60	R	86.8	74.8	85	73			
			6	401SB On Ramp	At St Clair College		60	R	119.8	106.8	118	105			
			7	Cousineau Dr	E.of N Service Rd		50	R	15	18	15	18			
J-K	R1_2	8-N	1	S.Service Rd	Cousineau Dr	Howard	60	R	177.5	165.5	174	162			
			2	N.Service Rd	Cousineau Dr	Howard	60	R	115.5	103.5	112	100			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	R	156.5	144.5	151	139			
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	100	R	138.5	125.5	133	120			
			5	401NB Off Ramp	At St Clair College		60	R	129.8	117.8	128	116			
			6	401SB On Ramp	At St Clair College		60	R	163.8	151.8	162	150			
			7	Cousineau Dr	E.of N Service Rd		50	R	15	18	15	18			
J-K	R2_1	9-N	1	S.Service Rd	Cousineau Dr	Howard	60	A	360.5	343.5	357	340			
			2	N.Service Rd	Cousineau Dr	Howard	60	A	303.5	285.5	300	282			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	A	341.5	323.5	336	318			
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	100	A	323.5	305.5	318	300			
J-K	R2_2	9-N	1	S.Service Rd	Cousineau Dr	Howard	60	A	402.5	384.5	399	381			
			2	N.Service Rd	Cousineau Dr	Howard	60	A	339.5	322.5	336	319			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	A	380.5	363.5	375	358			
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	100	A	363.5	345.5	358	340			
J-K	R3_1	10-N	1	S.Service Rd	Cousineau Dr	Howard	60	R	130.5	133.5	127	130	2.438	24	2.5
			2	N.Service Rd	Cousineau Dr	Howard	60	R	62.5	65.5	59	62			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	R	109.5	112.5	104	107			
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	100	R	91.5	94.5	86	89			
			5	Howard	E.of N Service Rd		60	R	173	165	173	165			
J-K	R3_2	10-N	1	S.Service Rd	Cousineau Dr	Howard	60	R	138.5	141.5	135	138	2.438	24	2.5
			2	N.Service Rd	Cousineau Dr	Howard	60	R	62.5	65.5	59	62			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	R	119.5	122.5	114	117			
			4	Hwy 401 NB	Hwy 3/401NB On Ramp	St Clair 401 NB Off Ramp	100	R	101.5	104.5	96	99			
			5	Howard	E.of N Service Rd		60	R	173	165	173	165			

Alternative 1A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
K-L	R1	11-N	1	S.Service Rd	E. Of Howard Ave			12060	1.32	0.66	91.9	13024	1.29	0.64	91.7	14106	1.31	0.66	91.8
			2	N.Service Rd	E. Of Howard Ave			13630	1.40	0.70	93.6	14732	1.43	0.71	93.8	15472	1.48	0.74	93.7
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	-4	21477	3.86	31.12	82.6	26333	4.24	35.44	82.5	30052	4.54	38.84	82.2
			4	Hwy 401 NB	Hwy 3/401 NB Off Ramp	Hwy 3/401 NB On Ramp	-4	9889	4.68	38.76	79.7	13346	4.98	41.75	77.1	16034	5.12	42.88	77.6
			5	Howard	E.of N Service Rd			16200	1.18	0.59	93.1	18369	1.20	0.60	93.2	19700	1.20	0.60	93.2
			6	Hwy 401 NB On Ramp	Hwy 3 Merge/Split		-4	9124	1.27	0.63	88.0	9328	1.23	0.62	87.9	9728	1.26	0.63	88.0
K-L	R2	12-N	1	S.Service Rd	E. Of Howard Ave			12060	1.32	0.66	91.9	13024	1.29	0.64	91.7	14106	1.31	0.66	91.8
			2	N.Service Rd	E. Of Howard Ave			13630	1.40	0.70	93.6	14732	1.43	0.71	93.8	15472	1.48	0.74	93.7
			3	Hwy 401 SB	Hwy 3/401SB Off Ramp	Hwy 3/ 401SB On Ramp	0	10979	3.89	31.92	86.4	15262	4.26	36.12	85.6	18217	4.56	39.47	84.9
			4	Hwy 401 NB	Hwy 3/401NB Off Ramp	Hwy 3/401NB On Ramp	0	9889	4.68	38.76	79.7	13346	4.98	41.75	77.1	16034	5.12	42.88	77.6
			5	401NB On Ramp	Hwy 3 Merge/Split		2	9124	1.27	0.63	88.0	9328	1.23	0.62	87.9	9728	1.26	0.63	88.0
			6	401NB Off Ramp	Hwy 3 Merge/Split		6	9970	1.60	4.47	87.8	11166	1.67	5.40	88.4	11862	1.77	6.58	88.1
			7	401SB On Ramp	Hwy 3 Merge/Split		0	9574	1.68	4.52	82.4	10600	1.71	5.50	81.7	11830	1.75	6.27	81.6
			8	401SB Off Ramp	Hwy 3 Merge/Split		0	9491	1.32	0.66	80.7	9841	1.34	0.67	80.8	10383	1.39	0.70	80.9
L-M	R1	13-N	1	Hwy 401 NB	S.of Hwy 3 merge/spilt	Hwy 3/401NB Off Ramp	0	19972	3.44	24.14	82.9	24704	3.55	24.91	82.8	27686	3.74	26.59	82.2
			2	Hwy 401 SB	Hwy 3/401SB onRamp	S.of Hwy 3 merge/spilt	0	21529	3.95	32.21	82.7	26965	4.15	34.49	82.3	30966	4.39	37.08	82.2

Alternative 1A			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
K-L	R1	11-N	1	S.Service Rd	E. Of Howard Ave		60	A	226.5	230.5	223	227	3.048	13	0
			2	N.Service Rd	E. Of Howard Ave		60	A	49.5	52.5	46	49			
			3	Hwy 401 SB	St Clair 401 SB On Ramp	Hwy 3/ 401 SB Off Ramp	100	R	172.5	176.5	167	171			
			4	Hwy 401 NB	Hwy 3/401 NB Off Ramp	Hwy 3/401 NB On Ramp	100	R	155.5	158.5	150	153			
			5	Howard	E.of N Service Rd		60	R	131	134	131	134			
			6	Hwy 401 NB On Ramp	Hwy 3 Merge/Split		60	R	149.8	145.8	148	144			
K-L	R2	12-N	1	S.Service Rd	E. Of Howard Ave		60	R	284.5	287.5	281	284	3.048	9	0
			2	N.Service Rd	E. Of Howard Ave		60	A	37.5	40.5	34	37			
			3	Hwy 401 SB	Hwy 3/401SB Off Ramp	Hwy 3/ 401SB On Ramp	100	R	199.5	202.5	194	197			
			4	Hwy 401 NB	Hwy 3/401NB Off Ramp	Hwy 3/401NB On Ramp	100	R	180.5	183.5	175	178			
			5	401NB On Ramp	Hwy 3 Merge/Split		60	R	64.8	67.8	63	66			
			6	401NB Off Ramp	Hwy 3 Merge/Split		60	R	128.8	131.8	127	130			
			7	401SB On Ramp	Hwy 3 Merge/Split		60	R	275.8	278.8	274	277			
			8	401SB Off Ramp	Hwy 3 Merge/Split		60	R	205.8	208.8	204	207			
L-M	R1	13-N	1	Hwy 401 NB	S.of Hwy 3 merge/spilt	Hwy 3/401NB Off Ramp	100	A	76	79			3.048	15	0
			2	Hwy 401 SB	Hwy 3/401SB onRamp	S.of Hwy 3 merge/spilt	100	A	60	63					

Alternative 1B			Road Segment					2015				2025				2035				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	
Receptors on the South Side																				
GH	R1-A	1A-S	1	S. Service Road (Spr	W. of Huron Church (use 2A traffic data)				5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
			2	Hwy 401 SB	7.Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	8	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66	
			3	Hwy 401 NB	7.HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	8	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10	
			4	401 NB On Ramp	EC Row Expressway	401 NB on Ramp	5	2083	3.38	33.77	77.25	2521	3.49	34.86	78.63	3029	3.49	34.94	78.33	
			5	401 SB Off Ramp	401 SB off Ramp	EC Row EB	5	13364	1.69	6.15	84.66	15782	1.79	6.92	83.72	18179	1.81	7.26	82.84	
			6	401 NB On Ramp	Ojibway Pkwy IC	Hwy 401 NB On Ramp	0	1496	1.67	16.66	66.82	1689	1.85	18.54	66.43	1805	1.97	19.75	65.82	
			7	EC Row EB	At Malden			29462	1.54	3.82	92.26	33650	1.60	4.40	92.10	37219	1.59	4.39	91.84	
			8	EC Row WB	At Malden			23161	1.50	2.78	91.72	29297	1.50	3.06	91.14	35168	1.49	3.32	90.65	
GH	R1	1-S	1	S. Service Road (Spr	W. of Huron Church (use 2A traffic data)				5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	8	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66	
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	8	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10	
			5	EC Row EB	At Malden			29462	1.54	3.82	92.26	33650	1.60	4.40	92.10	37219	1.59	4.39	91.84	
			6	EC Row WB	At Malden			23161	1.50	2.78	91.72	29297	1.50	3.06	91.14	35168	1.49	3.32	90.65	
			1	N.Service Rd	N.of Labelle St			25501	1.16	0.58	90.79	28317	1.21	0.61	90.75	30540	1.24	0.62	90.70	
GH	R2-A	2A-S	2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	2	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66	
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	2	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10	
			4	401 NB On Ramp	Ojibway Pkwy IC	Hwy 401 NB		1496	1.67	16.66	66.82	1689	1.85	18.54	66.43	1805	1.97	19.75	65.82	
			5	EC Row EB	At Malden			29462	1.54	3.82	92.26	33650	1.60	4.40	92.10	37219	1.59	4.39	91.84	
			6	EC Row WB	At Malden			23161	1.50	2.78	91.72	29297	1.50	3.06	91.14	35168	1.49	3.32	90.65	
			7	401 SB Off Ramp	401 SB off Ramp	E.C. Row Expwy EB		13364	1.69	6.15	84.66	15782	1.79	6.92	83.72	18179	1.81	7.26	82.84	
			8	Spring Garden Rd	W. of Huron Church (use 2A traffic data)				5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21

Alternative 1B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
Receptors on the South Side															
GH	R1-A	1A-S	1	S. Service Road (Spr	W. of Huron Church (use 2A traffic data)		50	R	31	17	31	17			
			2	Hwy 401 SB	7.Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	238.5	241.5	233	236			
			3	Hwy 401 NB	7.HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	100	A	255.5	258.5	250	253			
			4	401 NB On Ramp	EC Row Expressway	401 NB on Ramp	60	A	339.8	342.8	338	341			
			5	401 SB Off Ramp	401 SB off Ramp	EC Row EB	60	A	196.8	199.8	195	198			
			6	401 NB On Ramp	Ojibway Pkwy IC	Hwy 401 NB On Ramp	50	A	338.8	341.8	337	340			
			7	EC Row EB	At Malden		100	A	379	382	379	382			
			8	EC Row WB	At Malden		100	A	398	401	398	401			
GH	R1	1-S	1	S. Service Road (Spr	W. of Huron Church (use 2A traffic data)		50	R	31	17	31	17			
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	280.5	283.5	275	278			
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	100	A	299.5	302.5	294	297			
			5	EC Row EB	At Malden		100	A	379	382	379	382			
			6	EC Row WB	At Malden		100	A	398	401	398	401			
			9	Malden Rd	Chappus	401 S .Ramp	60	R	54	57	54	57			
GH	R2-A	2A-S	1	N.Service Rd	N.of Labelle St		60	A	497.5	491.5	494	488			
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	72.5	60.5	67	55			
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	100	A	90.5	80.5	85	75			
			4	401 NB On Ramp	Ojibway Pkwy IC	Hwy 401 NB	50	A	113.8	103.8	112	102			
			5	EC Row EB	At Malden		100	A	321	312	321	312			
			6	EC Row WB	At Malden		100	A	340	332	340	332			
			7	401 SB Off Ramp	401 SB off Ramp	E.C. Row Expwy EB	60	A	467.8	464.8	466	463			
			8	Spring Garden Rd	W. of Huron Church (use 2A traffic data)		50	A	32	21	32	21			

Alternative 1B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
GH	R2	2-S	1	N.Service Rd	N.of Labelle St			25501	1.16	0.58	90.79	28317	1.21	0.61	90.75	30540	1.24	0.62	90.70
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	0	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	0	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10
			4	EC Row EB	At Malden			29462	1.54	3.82	92.26	33650	1.60	4.40	92.10	37219	1.59	4.39	91.84
			5	EC Row WB	At Malden			23161	1.50	2.78	91.72	29297	1.50	3.06	91.14	35168	1.49	3.32	90.65
			6	401 SB On Ramp	At Huron Church			16563	1.77	7.54	82.75	18468	1.80	7.64	83.08	18845	1.82	8.26	84.23
			7	Spring Garden Rd	W. of Huron Church (use 2A traffic data)			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
GH	R3-A	3A-S	1	Parallel Rd (Spring G	W. of Huron Church (use 2A traffic data)			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
			2	N.Service Rd	N.of Labelle St			25501	1.16	0.58	90.79	28317	1.21	0.61	90.75	30540	1.24	0.62	90.70
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	-8	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	-8	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10
			5	EC Row EB	At Malden			29462	1.54	3.82	92.26	33650	1.60	4.40	92.10	37219	1.59	4.39	91.84
			6	EC Row WB	At Malden			23161	1.50	2.78	91.72	29297	1.50	3.06	91.14	35168	1.49	3.32	90.65
			7	401 SB On Ramp	At Huron Church Rd			16563	1.77	7.54	82.75	18468	1.80	7.64	83.08	18845	1.82	8.26	84.23
			8	401 NB On Ramp	Ojibway Pkwy IC			1496	1.67	16.66	66.82	1689	1.85	18.54	66.43	1805	1.97	19.75	65.82
GH	R3	3-S	1	Parallel Rd (Spring G	W. of Huron Church (use 2A traffic data)			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
			2	N.Service Rd	N.of Labelle St			25501	1.16	0.58	90.79	28317	1.21	0.61	90.75	30540	1.24	0.62	90.70
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	-8	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	-8	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10
			5	EC Row EB	At Malden			29462	1.54	3.82	92.26	33650	1.60	4.40	92.10	37219	1.59	4.39	91.84
			6	EC Row WB	At Malden			23161	1.50	2.78	91.72	29297	1.50	3.06	91.14	35168	1.49	3.32	90.65
			7	401 SB On Ramp	At Huron Church Rd			16563	1.77	7.54	82.75	18468	1.80	7.64	83.08	18845	1.82	8.26	84.23
GH	R4-A	4A-S	1	Lamont Ave	Spring Garden	W. of Huron Church (use 2A data)		5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB off Ramp		38337	0.92	0.46	89.61	43320	0.97	0.48	89.69	47038	1.01	0.50	89.75
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	-9	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	-9	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10
			5	401 SB On Ramp	At Huron Church Rd			16563	1.77	7.54	82.75	18468	1.80	7.64	83.08	18845	1.82	8.26	84.23

Alternative 1B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
GH	R2	2-S	1	N.Service Rd	N.of Labelle St		60	A	498.5	495.5	495	492			
			2	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	188.5	175.5	183	170			
			3	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	100	A	206.5	194.5	201	189			
			4	EC Row EB	At Malden		100	A	321	312	321	312			
			5	EC Row WB	At Malden		100	A	340	332	340	332			
			6	401 SB On Ramp	At Huron Church		60	A	494.8	497.8	493	496			
			7	Spring Garden Rd	W. of Huron Church (use 2A traffic data)		50	A	32	21	32	21			
GH	R3-A	3A-S	1	Parallel Rd (Spring G	W. of Huron Church (use 2A traffic data)		50	A	37	17	37	17			
			2	N.Service Rd	N.of Labelle St		60	A	321.5	324.5	318	321			
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	53.5	56.5	48	51			
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	100	A	70.5	73.5	65	68			
			5	EC Row EB	At Malden		100	A	425	428	425	428			
			6	EC Row WB	At Malden		100	A	445	448	445	448			
			7	401 SB On Ramp	At Huron Church Rd		60	A	219.8	212.8	218	211			
			8	401 NB On Ramp	Ojibway Pkwy IC		50	A	264.8	267.8	263	266			
GH	R3	3-S	1	Parallel Rd (Spring G	W. of Huron Church (use 2A traffic data)		50	A	37	17	37	17			
			2	N.Service Rd	N.of Labelle St		60	A	321.5	324.5	318	321			
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	158.5	161.5	153	156			
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	100	A	176.5	179.5	171	174			
			5	EC Row EB	At Malden		100	A	425	428	425	428			
			6	EC Row WB	At Malden		100	A	445	448	445	448			
			7	401 SB On Ramp	At Huron Church Rd		60	A	249.8	243.8	248	242			
GH	R4-A	4A-S	1	Lamont Ave	Spring Garden	W. of Huron Church (use 2A data)	50	R	41	16	41	16			
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB off Ramp	60	A	199.5	184.5	196	181			
			3	Hwy 401 SB	Malden/401 SB off Ramp	HC Rd/401 SB on Ramp	100	A	105.5	89.5	100	84			
			4	Hwy 401 NB	HC Rd/401 NB off Ramp	Malden/401 NB on Ramp	100	A	123.5	107.5	118	102			
			5	401 SB On Ramp	At Huron Church Rd		60	R	40.8	26.8	39	25			

Alternative 1B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
GH	R4	4-S	1	Lamont Ave	Spring Garden	W. of Huron Church-		5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB off Ramp		38337	0.92	0.46	89.61	43320	0.97	0.48	89.69	47038	1.01	0.50	89.75
			3	Hwy 401 SB	Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66
			4	Hwy 401 NB	HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	-9	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10
			5	401 SB On Ramp	At Huron Church Rd			16563	1.77	7.54	82.75	18468	1.80	7.64	83.08	18845	1.82	8.26	84.23
G-H	R5	5-S	1	S.Service Rd	Bethlehem Ave. to Lambton St.			5220	1.59	0.79	92.26	5610	1.63	0.82	92.15	6174	1.74	0.87	92.19
			2	N.Service Rd	Labelle St	Grand Marais Rd Ramp		23298	0.67	0.34	91.66	26127	0.72	0.36	91.71	28297	0.77	0.38	91.72
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	Pulford/401 SB Off Ramp	-12	30422	3.19	24.14	82.73	36538	3.48	27.50	82.00	40606	3.69	30.12	82.10
			4	Hwy 401 NB	Pulford/401 NB On Ramp	HC Rd/401 NB Off Ramp	-12	22550	2.69	17.14	83.10	26644	2.89	19.28	82.23	29920	3.06	21.07	81.71
			5	Lambton Rd	Grand Marias Rd - W.of S. Service Rd			3674	0.84	0.42	92.26	4069	0.87	0.44	92.20	4484	0.91	0.46	92.14
			6	401 NB Off Ramp	At Huron Church Rd (only 1B has it)		-12	15039	1.30	0.65	86.42	17194	1.34	0.67	86.61	18741	1.36	0.68	86.76
			7	401 SB On Ramp	At Huron Church Rd (only 1B has it)		-12	16563	1.77	7.54	82.75	18468	1.80	7.64	83.08	18845	1.82	8.26	84.23
G-H	R6	6-S	1	S.Service Rd	Lambton St	Pulford St		5063	0.39	0.19	91.17	5642	0.22	0.11	91.27	6440	0.23	0.12	91.56
			2	N.Service Rd	Grand Marais Rd	Pulford		5423	0.10	0.05	93.08	5754	0.09	0.04	92.93	6100	0.09	0.04	92.78
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	Pulford/401 SB Off Ramp	-12	30422	3.19	24.14	82.73	36538	3.48	27.50	82.00	40606	3.69	30.12	82.10
			4	Hwy 401 NB	Pulford/401 NB On Ramp	HC Rd/401 NB Off Ramp	-12	22550	2.69	17.14	83.10	26644	2.89	19.28	82.23	29920	3.06	21.07	81.71
			5	Lambton	Grand Marias Rd - W.of S. Service Rd			3674	0.84	0.42	92.26	4069	0.87	0.44	92.20	4484	0.91	0.46	92.14
H-I	R1	7-S	1	S.Service Rd	Pulford St	Todd Ln/Cabana Rd		11853	0.53	0.26	92.58	13546	0.31	0.16	92.15	15723	0.32	0.16	92.40
			2	N.Service Rd	Pulford St	Todd Ln/Cabana Rd		5496	0.15	0.07	93.93	6105	0.13	0.07	93.98	6780	0.13	0.06	94.06
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	-10	24232	3.86	30.68	82.59	29414	4.26	35.29	82.26	32261	4.58	39.06	82.25
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	-10	16522	3.32	21.87	84.76	18957	3.59	24.83	83.09	21972	3.76	26.73	82.88
			5-1B only	401 NB On Ramp	At St. Clair College			4069	0.51	0.25	87.20	3979	0.55	0.28	87.09	4124	0.52	0.26	87.48
			6-1B only	401 SB Off Ramp	At St. Clair College			7812	0.86	2.24	84.21	7993	0.92	2.82	83.79	7944	0.97	3.53	83.20
H-I	R2	8-S	1	S.Service Rd	Pulford St	Todd Ln/Cabana Rd		11853	0.53	0.26	92.58	13546	0.31	0.16	92.15	15723	0.32	0.16	92.40
			2	N.Service Rd	Pulford St	Todd Ln/Cabana Rd		5496	0.15	0.07	93.93	6105	0.13	0.07	93.98	6780	0.13	0.06	94.06
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	-7	24232	3.86	30.68	82.59	29414	4.26	35.29	82.26	32261	4.58	39.06	82.25
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	-7	16522	3.32	21.87	84.76	18957	3.59	24.83	83.09	21972	3.76	26.73	82.88
			5	Todd	W.of S. Service Rd			19891	0.00	0.00	93.72	23167	0.00	0.00	93.70	26618	0.00	0.00	93.66

Alternative 1B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
GH	R4	4-S	1	Lamont Ave	Spring Garden	W. of Huron Church-	50	R	41	16	41	16			
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB off Ramp	60	A	199.5	184.5	196	181			
			3	Hwy 401 SB	Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	A	142.5	129.5	137	124			
			4	Hwy 401 NB	HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	100	A	161.5	146.5	156	141			
			5	401 SB On Ramp	At Huron Church Rd		60	R	67.8	57.8	66	56			
G-H	R5	5-S	1	S.Service Rd	Bethlehem Ave. to Lambton St.		60	A	88.5	85.5	85	82	1.524	6	0
			2	N.Service Rd	Labelle St	Grand Marais Rd Ramp	60	A	145.5	142.5	142	139			
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	Pulford/401 SB Off Ramp	100	A	107.5	104.5	102	99			
			4	Hwy 401 NB	Pulford/401 NB On Ramp	HC Rd/401 NB Off Ramp	100	A	125.5	122.5	120	117			
			5	Lambton Rd	Grand Marias Rd - W.of S. Service Rd		50	R	30	18	30	18			
			6	401 NB Off Ramp	At Huron Church Rd (only 1B has it)		60	A	95.8	92.8	94	91			
			7	401 SB On Ramp	At Huron Church Rd (only 1B has it)		60	A	132.8	128.8	131	127			
G-H	R6	6-S	1	S.Service Rd	Lambton St	Pulford St	60	R	67.5	70.5	64	67	1.83	9	2
			2	N.Service Rd	Grand Marais Rd	Pulford	60	R	124.5	127.5	121	124			
			3	Hwy 401 SB	HC Rd/401 SB On Ramp	Pulford/401 SB Off Ramp	100	R	86.5	89.5	81	84			
			4	Hwy 401 NB	Pulford/401 NB On Ramp	HC Rd/401 NB Off Ramp	100	R	104.5	107.5	99	102			
			5	Lambton	Grand Marias Rd - W.of S. Service Rd		50	R	61	64	61	64			
H-I	R1	7-S	1	S.Service Rd	Pulford St	Todd Ln/Cabana Rd	60	A	121.5	118.5	118	115	Bungalow		
			2	N.Service Rd	Pulford St	Todd Ln/Cabana Rd	60	A	209.5	206.5	206	203			
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	100	A	156.5	153.5	151	148			
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	100	A	174.5	171.5	169	166			
			5-1B only	401 NB On Ramp	At St. Clair College		60	A	195.8	192.8	194	191			
			6-1B only	401 SB Off Ramp	At St. Clair College		60	A	135.8	132.8	134	131			
H-I	R2	8-S	1	S.Service Rd	Pulford St	Todd Ln/Cabana Rd	60	A	292.5	288.5	289	285			
			2	N.Service Rd	Pulford St	Todd Ln/Cabana Rd	60	A	359.5	354.5	356	351			
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	100	A	321.5	315.5	316	310			
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	100	A	338.5	333.5	333	328			
			5	Todd	W.of S. Service Rd		50	R	47	25	47	25			

Alternative 1B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
H-I	R3	9-S	1	S.Service Rd	Todd Ln/Cabana Rd	Huron Church Line		12504	0.60	0.30	92.92	13994	0.58	0.29	93.00	15799	0.57	0.28	93.16
			2	N.Service Rd	Todd Ln/Cabana Rd	Huron Church Line		11313	0.73	0.36	91.62	12049	0.77	0.38	91.56	12703	0.79	0.40	91.36
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	-7	24232	3.86	30.68	82.59	29414	4.26	35.29	82.26	32261	4.58	39.06	82.25
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	-7	16522	3.32	21.87	84.76	18957	3.59	24.83	83.09	21972	3.76	26.73	82.88
			5	Todd	W of S. Service Rd			19891	0.00	0.00	93.72	23167	0.00	0.00	93.70	26618	0.00	0.00	93.66
H-I	R4	10-S	1	S.Service Rd	Todd Ln/Cabana Rd	Huron Church Line		12504	0.60	0.30	92.92	13994	0.58	0.29	93.00	15799	0.57	0.28	93.16
			2	N.Service Rd	Todd Ln/Cabana Rd	Huron Church Line		11313	0.73	0.36	91.62	12049	0.77	0.38	91.56	12703	0.79	0.40	91.36
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	-7	24232	3.86	30.68	82.59	29414	4.26	35.29	82.26	32261	4.58	39.06	82.25
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	-7	16522	3.32	21.87	84.76	18957	3.59	24.83	83.09	21972	3.76	26.73	82.88
			5	Huron Church Line	W. of S. Service Rd			14292	0.89	0.45	92.50	15723	0.92	0.46	92.49	17024	0.95	0.47	92.44
I-J	R1_1	11-S	1	S.Service Rd	Huron Church Line	St Clair College		16536	0.39	0.20	92.85	17693	0.43	0.22	92.81	18794	0.45	0.23	92.80
			2	N.Service Rd	Huron Church Line	St Clair College		7229	0.29	0.15	94.13	7778	0.48	0.24	94.04	8204	0.81	0.40	93.90
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	-7	15850	4.33	35.12	82.59	20763	4.70	39.68	82.40	23591	5.01	43.41	82.67
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401NB on Ramp	-7	12307	3.82	25.68	84.50	14884	4.13	29.39	82.21	17780	4.34	31.57	81.89
			5	401NB on Ramp	At St Clair College			4069	0.51	0.25	87.20	3979	0.55	0.28	87.09	4124	0.52	0.26	87.48
			6	401SB off Ramp	At St Clair College			7812	0.86	2.24	84.21	7993	0.92	2.82	83.79	7944	0.97	3.53	83.20
I-J	R1_2	11-S	1	S.Service Rd	Huron Church Line	St Clair College		16536	0.39	0.20	92.85	17693	0.43	0.22	92.81	18794	0.45	0.23	92.80
			2	N.Service Rd	Huron Church Line	St Clair College		7229	0.29	0.15	94.13	7778	0.48	0.24	94.04	8204	0.81	0.40	93.90
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	-7	15850	4.33	35.12	82.59	20763	4.70	39.68	82.40	23591	5.01	43.41	82.67
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401NB on Ramp	-7	12307	3.82	25.68	84.50	14884	4.13	29.39	82.21	17780	4.34	31.57	81.89
			5	401NB On Ramp	At St Clair College			4069	0.51	0.25	87.20	3979	0.55	0.28	87.09	4124	0.52	0.26	87.48
			6	401SB Off Ramp	At St Clair College			7812	0.86	2.24	84.21	7993	0.92	2.82	83.79	7944	0.97	3.53	83.20
I-J	R2_1	12-S	1	S.Service Rd	St Clair College	Cousineau Dr		9334	0.89	1.87	93.31	9902	0.93	2.39	92.89	10735	0.92	2.81	92.73
			2	N.Service Rd	St Clair College	Cousineau Dr		14718	0.56	0.28	90.37	15051	0.60	0.30	90.33	15671	0.56	0.28	90.42
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	-7	15850	4.33	35.12	82.59	20763	4.70	39.68	82.40	23591	5.01	43.41	82.67
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401NB on Ramp	-7	12307	3.82	25.68	84.50	14884	4.13	29.39	82.21	17780	4.34	31.57	81.89
			5	401NB Off Ramp	At St Clair College		0	6964	0.26	0.13	84.22	7309	0.39	0.19	84.70	7753	0.62	0.31	85.05
			6	401SB On Ramp	At St Clair College		0	5498	0.33	0.16	81.08	5906	0.37	0.19	81.99	6223	0.40	0.20	81.74
			7	Cousineau Dr	W.of Service Rd			16115	0.00	0.00	93.23	17706	0.04	0.02	93.77	20242	0.03	0.01	93.67

Alternative 1B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
H-I	R3	9-S	1	S.Service Rd	Todd Ln/Cabana Rd	Huron Church Line	60	A	317.5	320.5	314	317			
			2	N.Service Rd	Todd Ln/Cabana Rd	Huron Church Line	60	A	382.5	385.5	379	382			
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	100	A	343.5	346.5	338	341			
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	100	A	360.5	363.5	355	358			
			5	Todd	W of S. Service Rd		50	A	38	27	38	27			
H-I	R4	10-S	1	S.Service Rd	Todd Ln/Cabana Rd	Huron Church Line	60	A	325.5	328.5	322	325			
			2	N.Service Rd	Todd Ln/Cabana Rd	Huron Church Line	60	A	382.5	385.5	379	382			
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	100	A	344.5	347.5	339	342			
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	100	A	363.5	366.5	358	361			
			5	Huron Church Line	W. of S. Service Rd		60	A	118	122	118	122			
I-J	R1_1	11-S	1	S.Service Rd	Huron Church Line	St Clair College	60	A	143.5	146.5	140	143			
			2	N.Service Rd	Huron Church Line	St Clair College	60	A	225.5	228.5	222	225			
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	100	A	175.5	178.5	170	173			
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401NB on Ramp	100	A	194.5	197.5	189	192			
			5	401NB on Ramp	At St Clair College		60	A	206.8	209.8	205	208			
			6	401SB off Ramp	At St Clair College		60	A	161.8	164.8	160	163			
I-J	R1_2	11-S	1	S.Service Rd	Huron Church Line	St Clair College	60	A	145.5	148.5	142	145			
			2	N.Service Rd	Huron Church Line	St Clair College	60	A	204.5	207.5	201	204			
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	100	A	171.5	174.5	166	169			
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401NB on Ramp	100	A	189.5	192.5	184	187			
			5	401NB On Ramp	At St Clair College		60	A	196.8	199.8	195	198			
			6	401SB Off Ramp	At St Clair College		60	A	164.8	167.8	163	166			
I-J	R2_1	12-S	1	S.Service Rd	St Clair College	Cousineau Dr	60	A	205.5	200.5	202	197			
			2	N.Service Rd	St Clair College	Cousineau Dr	60	A	291.5	286.5	288	283			
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	100	A	238.5	234.5	233	229			
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401NB on Ramp	100	A	257.5	252.5	252	247			
			5	401NB Off Ramp	At St Clair College		60	A	283.8	278.8	282	277			
			6	401SB On Ramp	At St Clair College		60	A	212.8	209.8	211	208			
			7	Cousineau Dr	W.of Service Rd		50	A	33	21	33	21			

Alternative 1B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
I-J	R2_2	12-S	1	S.Service Rd	St Clair College	Cousineau Dr		9334	0.89	1.87	93.31	9902	0.93	2.39	92.89	10735	0.92	2.81	92.73
			2	N.Service Rd	St Clair College	Cousineau Dr		14718	0.56	0.28	90.37	15051	0.60	0.30	90.33	15671	0.56	0.28	90.42
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	-7	15850	4.33	35.12	82.59	20763	4.70	39.68	82.40	23591	5.01	43.41	82.67
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401NB on Ramp	-7	12307	3.82	25.68	84.50	14884	4.13	29.39	82.21	17780	4.34	31.57	81.89
			5	401NB Off Ramp	At St Clair College		0	6964	0.26	0.13	84.22	7309	0.39	0.19	84.70	7753	0.62	0.31	85.05
			6	401SB On Ramp	At St Clair College		0	5498	0.33	0.16	81.08	5906	0.37	0.19	81.99	6223	0.40	0.20	81.74
			7	Cousineau Dr	W.of Service Rd			16115	0.00	0.00	93.23	17706	0.04	0.02	93.77	20242	0.03	0.01	93.67
J-K	R1_1	13-S	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	-7	15850	4.33	35.12	82.59	20763	4.70	39.68	82.40	23591	5.01	43.41	82.67
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401NB on Ramp	-7	12307	3.82	25.68	84.50	14884	4.13	29.39	82.21	17780	4.34	31.57	81.89
			5	Cousineau Dr	W.of Service Rd			16115	0.00	0.00	93.23	17706	0.04	0.02	93.77	20242	0.03	0.01	93.67
			6	401 NB Off Ramp	At St. Clair College		-3	6964	0.26	0.13	84.22	7309	0.39	0.19	84.70	7753	0.62	0.31	85.05
			7	401 SB On Ramp	At St. Clair College		-3	5498	0.33	0.16	81.08	5906	0.37	0.19	81.99	6223	0.40	0.20	81.74
J-K	R1_2	13-S	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	-7	15850	4.33	35.12	82.59	20763	4.70	39.68	82.40	23591	5.01	43.41	82.67
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401 NB on Ramp	-7	12307	3.82	25.68	84.50	14884	4.13	29.39	82.21	17780	4.34	31.57	81.89
			5	Cousineau Dr	W.of Service Rd			16115	0.00	0.00	93.23	17706	0.04	0.02	93.77	20242	0.03	0.01	93.67
			6	401 NB Off Ramp	At St. Clair College		-3	6964	0.26	0.13	84.22	7309	0.39	0.19	84.70	7753	0.62	0.31	85.05
			7	401 SB On Ramp	At St. Clair College		-3	5498	0.33	0.16	81.08	5906	0.37	0.19	81.99	6223	0.40	0.20	81.74
J-K	R2_1	14-S	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-6	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-6	19664	3.47	24.10	82.49	22641	3.73	26.86	81.27	26044	3.94	28.73	81.16
J-K	R2_2	14-S	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-6	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-6	19664	3.47	24.10	82.49	22641	3.73	26.86	81.27	26044	3.94	28.73	81.16

Alternative 1B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
I-J	R2_2	12-S	1	S.Service Rd	St Clair College	Cousineau Dr	60	A	164.5	160.5	161	157			
			2	N.Service Rd	St Clair College	Cousineau Dr	60	A	245.5	239.5	242	236			
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	100	A	195.5	190.5	190	185			
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401NB on Ramp	100	A	213.5	208.5	208	203			
			5	401NB Off Ramp	At St Clair College		60	A	238.8	232.8	237	231			
			6	401SB On Ramp	At St Clair College		60	A	171.8	165.8	170	164			
			7	Cousineau Dr	W.of Service Rd		50	A	33	21	33	21			
J-K	R1_1	13-S	1	S.Service Rd	Cousineau Dr	Howard Ave	60	R	63.5	66.5	60	63			
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	R	138.5	141.5	135	138			
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	100	R	88.5	91.5	83	86			
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401NB on Ramp	100	R	106.5	109.5	101	104			
			5	Cousineau Dr	W.of Service Rd		50	R	41	35	41	35			
			6	401 NB Off Ramp	At St. Clair College		60	R	116.8	119.8	115	118			
			7	401 SB On Ramp	At St. Clair College		60	R	77.8	80.8	76	79			
J-K	R1_2	13-S	1	S.Service Rd	Cousineau Dr	Howard Ave	60	R	21.5	24.5	18	21			
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	R	80.5	83.5	77	80			
			3	Hwy 401 SB	4. St Clair/401 SB off Ramp	St Clair/401 SB on Ramp	100	R	44.5	47.5	39	42			
			4	Hwy 401 NB	4. St Clair/401 NB off Ramp	St Clair/401 NB on Ramp	100	R	62.5	65.5	57	60			
			5	Cousineau Dr	W.of Service Rd		50	R	41	35	41	35			
			6	401 NB Off Ramp	At St. Clair College		60	R	68.8	71.8	67	70			
			7	401 SB On Ramp	At St. Clair College		60	R	35.8	38.8	34	37			
J-K	R2_1	14-S	1	S.Service Rd	Cousineau Dr	Howard Ave	60	A	71.5	74.5	68	71			
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	A	129.5	132.5	126	129			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	A	91.5	94.5	86	89			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	100	A	109.5	112.5	104	107			
J-K	R2_2	14-S	1	S.Service Rd	Cousineau Dr	Howard Ave	60	A	26.5	29.5	23	26			
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	A	83.5	86.5	80	83			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	A	47.5	50.5	42	45			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	100	A	65.5	68.5	60	63			

Alternative 1B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
J-K	R3_1	15-S	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-6	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-6	19664	3.47	24.10	82.49	22641	3.73	26.86	81.27	26044	3.94	28.73	81.16
			5	Howard Ave	W. of S Service Rd			24859	1.49	0.75	92.87	27886	1.44	0.72	92.75	30560	1.44	0.72	92.72
J-K	R3_2	15-S	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-6	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-6	19664	3.47	24.10	82.49	22641	3.73	26.86	81.27	26044	3.94	28.73	81.16
			5	Howard Ave	W. of S Service Rd			24859	1.49	0.75	92.87	27886	1.44	0.72	92.75	30560	1.44	0.72	92.72
K-L	R1	16-S	1	S.Service Rd	E. Of Howard Ave			12060	1.31	0.66	91.93	13024	1.29	0.64	91.72	14106	1.33	0.66	91.76
			2	N.Service Rd	E. Of Howard Ave			13630	1.39	0.69	93.62	14732	1.36	0.68	93.84	15472	1.36	0.68	93.69
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-4	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	2. Hwy 3/401 NB Off Ramp	Hwy 3/401 NB On Ramp	-4	10589	4.73	39.40	78.49	13212	4.89	40.57	77.42	16399	5.08	41.73	77.69
			5	401NB On Ramp	Hwy 3 Merge/Spilt		-4	9124	1.26	0.63	88.00	9462	1.24	0.62	87.71	9728	1.28	0.64	87.99
			6	Howard Ave	W. of S Service Rd			24859	1.49	0.75	92.87	27886	1.44	0.72	92.75	30560	1.44	0.72	92.72
L-M	R1	17-S	1	Hwy 401 NB	1. S.of Hwy 3 merge/spilt	Hwy 3/401NB off Ramp	0	19954	3.41	23.83	82.98	24657	3.48	24.32	82.87	27629	3.67	25.92	82.31
			2	Hwy 401 SB	1. Hwy 3/401SB onRamp	S.of Hwy 3 merge/spilt	0	21530	3.96	32.30	82.73	26996	4.18	34.77	82.28	31034	4.45	37.65	82.19

Alternative 1B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
J-K	R3_1	15-S	1	S.Service Rd	Cousineau Dr	Howard Ave	60	A	58.5	61.5	55	58	Bungalow		
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	A	227.5	230.5	224	227			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	A	125.5	128.5	120	123			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	100	A	143.5	146.5	138	141			
			5	Howard Ave	W. of S Service Rd		60	A	54	57	54	57			
J-K	R3_2	15-S	1	S.Service Rd	Cousineau Dr	Howard Ave	60	A	55.5	58.5	52	55	Bungalow		
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	A	220.5	223.5	217	220			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	A	121.5	124.5	116	119			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	100	A	139.5	142.5	134	137			
			5	Howard Ave	W. of S Service Rd		60	A	54	57	54	57			
K-L	R1	16-S	1	S.Service Rd	E. Of Howard Ave		60	R	68.5	50.5	65	47			
			2	N.Service Rd	E. Of Howard Ave		60	R	263.5	246.5	260	243			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	R	100.5	82.5	95	77			
			4	Hwy 401 NB	2. Hwy 3/401 NB Off Ramp	Hwy 3/401 NB On Ramp	100	R	118.5	100.5	113	95			
			5	401NB On Ramp	Hwy 3 Merge/Split		60	R	137.8	119.8	136	118			
			6	Howard Ave	W. of S Service Rd		60	R	121	119	121	119			
L-M	R1	17-S	1	Hwy 401 NB	1. S.of Hwy 3 merge/spilt	Hwy 3/401NB off Ramp	100	A	122	125	122	125			
			2	Hwy 401 SB	1. Hwy 3/401SB onRamp	S.of Hwy 3 merge/spilt	100	A	107	110	106	109			

Alternative 1B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
Receptors on the North Side																			
GH	R1-A	1A-N	1	Parallel Rd	Spring Garden	W. of Huron Church-use 2A		5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB off Ramp		38337	0.92	0.46	89.61	43320	0.97	0.48	89.69	47038	1.01	0.50	89.75
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-8	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66
			4	Hwy 401 NB	7. HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	-8	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10
			5	401 SB on Ramp	At Huron Church Rd			16563	1.77	7.54	82.75	18468	1.80	7.64	83.08	18845	1.82	8.26	84.23
			6	Labelle St	E.of N Service Rd			5019	0.00	0.00	90.21	5451	0.00	0.00	90.37	5953	0.00	0.00	90.33
GH	R1	1-N	1	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB off Ramp		38337	0.92	0.46	89.61	43320	0.97	0.48	89.69	47038	1.01	0.50	89.75
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-8	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66
			3	Hwy 401 NB	7. HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	-8	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10
			4	401 SB on Ramp	At Huron Church Rd			16563	1.77	7.54	82.75	18468	1.80	7.64	83.08	18845	1.82	8.26	84.23
			5	Labelle St	E.of N Service Rd			5019	0.00	0.00	90.21	5451	0.00	0.00	90.37	5953	0.00	0.00	90.33
GH	R2-A	2A-N	1	S.Service Rd	Bethlehem Ave	Lambton St		5220	1.59	0.79	92.26	5610	1.63	0.82	92.15	6174	1.74	0.87	92.19
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp		23298	0.67	0.34	91.66	26127	0.72	0.36	91.71	28297	0.77	0.38	91.72
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-8	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66
			4	Hwy 401 NB	7. HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	-8	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10
			5	401 NB off Ramp	At Huron Church Rd		-4	15039	1.30	0.65	86.42	17194	1.34	0.67	86.61	18741	1.36	0.68	86.76
			6	401 SB on Ramp	At Huron Church Rd		-4	16563	1.77	7.54	82.75	18468	1.80	7.64	83.08	18845	1.82	8.26	84.23
GH	R2	2-N	1	S.Service Rd	Bethlehem Ave	Lambton St		5220	1.59	0.79	92.26	5610	1.63	0.82	92.15	6174	1.74	0.87	92.19
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp		23298	0.67	0.34	91.66	26127	0.72	0.36	91.71	28297	0.77	0.38	91.72
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-8	14231	5.38	49.86	81.90	18666	5.72	54.12	79.79	22878	6.04	57.77	78.66
			4	Hwy 401 NB	7. HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	-8	7414	5.28	48.06	77.25	9413	5.64	52.30	74.43	11204	5.93	55.52	73.10
			5	401 NB off Ramp	At Huron Church Rd		-4	15039	1.30	0.65	86.42	17194	1.34	0.67	86.61	18741	1.36	0.68	86.76
			6	401 SB on Ramp	At Huron Church Rd		-4	16563	1.77	7.54	82.75	18468	1.80	7.64	83.08	18845	1.82	8.26	84.23
GH	R3	3-N	1	S.Service Rd	Lambton St	Pulford St		5063	0.39	0.19	91.17	5642	0.22	0.11	91.27	6440	0.23	0.12	91.56
			2	N.Service Rd	Grand Marais Rd	Pulford St		5423	0.10	0.05	93.08	5754	0.09	0.04	92.93	6100	0.09	0.04	92.78
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Pulford/401 SB Off Ramp	-12	30422	3.19	24.14	82.73	36538	3.48	27.50	82.00	40606	3.69	30.12	82.10
			4	Hwy 401 NB	6. Pulford/401 NB On Ramp	HC Rd/401 NB Off Ramp	-12	22550	2.69	17.14	83.10	26644	2.89	19.28	82.23	29920	3.06	21.07	81.71

Alternative 1B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
Receptors on the North Side															
GH	R1-A	1A-N	1	Parallel Rd	Spring Garden	W. of Huron Church-use 2A	50	R	190	187	190	187	2.43	4	2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB off Ramp	60	A	47.5	44.5	44	41			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	120.5	113.5	115	108			
			4	Hwy 401 NB	7. HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	100	R	100.5	95.5	95	90			
			5	401 SB on Ramp	At Huron Church Rd		60	R	195.8	188.8	194	187			
			6	Labelle St	E.of N Service Rd		50	A	71	79	71	79			
GH	R1	1-N	1	N.Service Rd	Labelle St	GrandMarais Rd Ramp+401NB off Ramp	60	A	47.5	44.5	44	41	2.43	4	2
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	120.5	113.5	115	108			
			3	Hwy 401 NB	7. HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	100	R	100.5	95.5	95	90			
			4	401 SB on Ramp	At Huron Church Rd		60	R	169.8	164.8	168	163			
			5	Labelle St	E.of N Service Rd		50	A	71	79	71	79			
GH	R2-A	2A-N	1	S.Service Rd	Bethlehem Ave	Lambton St	60	R	134.5	137.5	131	134	2.43	5	2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp	60	A	18.5	21.5	15	18			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	78.5	81.5	73	76			
			4	Hwy 401 NB	7. HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	100	R	60.5	63.5	55	58			
			5	401 NB off Ramp	At Huron Church Rd		60	R	29.8	32.8	28	31			
			6	401 SB on Ramp	At Huron Church Rd		60	R	115.8	118.8	114	117			
GH	R2	2-N	1	S.Service Rd	Bethlehem Ave	Lambton St	60	R	126.5	129.5	123	126	2.43	5	2
			2	N.Service Rd	Labelle St	GrandMarais Rd Ramp	60	A	18.5	21.5	15	18			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	71.5	74.5	66	69			
			4	Hwy 401 NB	7. HC Rd/401 NB Off Ramp	Malden/401 NB On Ramp	100	R	53.5	56.5	48	51			
			5	401 NB off Ramp	At Huron Church Rd		60	R	29.8	32.8	28	31			
			6	401 SB on Ramp	At Huron Church Rd		60	R	99.8	102.8	98	101			
GH	R3	3-N	1	S.Service Rd	Lambton St	Pulford St	60	R	92.5	95.5	89	92	1.52	8	0
			2	N.Service Rd	Grand Marais Rd	Pulford St	60	R	35.5	38.5	32	35			
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Pulford/401 SB Off Ramp	100	R	72.5	75.5	67	70			
			4	Hwy 401 NB	6. Pulford/401 NB On Ramp	HC Rd/401 NB Off Ramp	100	R	54.5	57.5	49	52			

Alternative 1B			Road Segment					2015				2025				2035				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	
H-I	R1	4-N	1	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	-7	24232	3.86	30.68	82.59	29414	4.26	35.29	82.26	32261	4.58	39.06	82.25	
			2	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	-7	16522	3.32	21.87	84.76	18957	3.59	24.83	83.09	21972	3.76	26.73	82.88	
			3	Cabana Rd	E.of N Service Rd				15898	0.00	0.00	92.15	16871	0.00	0.00	92.38	19081	0.00	0.00	92.49
			4	S.Service Rd	Pulford St	Todd Ln/Cabana Rd			11853	0.53	0.26	92.58	13546	0.31	0.16	92.15	15723	0.32	0.16	92.40
			5	N.Service Rd	Pulford St	Todd Ln/Cabana Rd			5496	0.15	0.07	93.93	6105	0.13	0.07	93.98	6780	0.13	0.06	94.06
H-I	R2	5-N	1	S.Service Rd	Todd Ln/Cabana Rd	Huron Church Line		12504	0.60	0.30	92.92	13994	0.58	0.29	93.00	15799	0.57	0.28	93.16	
			2	N.Service Rd	Todd Ln/Cabana Rd	Huron Church Line		11313	0.73	0.36	91.62	12049	0.77	0.38	91.56	12703	0.79	0.40	91.36	
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	-7	24232	3.86	30.68	82.59	29414	4.26	35.29	82.26	32261	4.58	39.06	82.25	
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	-7	16522	3.32	21.87	84.76	18957	3.59	24.83	83.09	21972	3.76	26.73	82.88	
			5	Cabana Rd	E.of N Service Rd				15898	0.00	0.00	92.15	16871	0.00	0.00	92.38	19081	0.00	0.00	92.49
H-I	R3	6-N	1	S.Service Rd	Huron Church Line	St Clair College		16536	0.39	0.20	92.85	17693	0.43	0.22	92.81	18794	0.45	0.23	92.80	
			2	N.Service Rd	Huron Church Line	St Clair College		7229	0.29	0.15	94.13	7778	0.48	0.24	94.04	8204	0.81	0.40	93.90	
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	-7	24232	3.86	30.68	82.59	29414	4.26	35.29	82.26	32261	4.58	39.06	82.25	
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	-7	16522	3.32	21.87	84.76	18957	3.59	24.83	83.09	21972	3.76	26.73	82.88	
I-J	R1_1	7-N	1	S.Service Rd	St Clair College	Cousineau Dr		9334	0.89	1.87	93.31	9902	0.93	2.39	92.89	10735	0.92	2.81	92.73	
			2	N.Service Rd	St Clair College	Cousineau Dr		14718	0.56	0.28	90.37	15051	0.60	0.30	90.33	15671	0.56	0.28	90.42	
			3	Hwy 401 SB	4. St Clair/401 SB Off Ramp	St Clair/401 SB On Ramp	-7	15850	4.33	35.12	82.59	20763	4.70	39.68	82.40	23591	5.01	43.41	82.67	
			4	Hwy 401 NB	4. St. Clair/401 NB Off Ramp	St. Clair/401 NB On Ramp	-7	12307	3.82	25.68	84.50	14884	4.13	29.39	82.21	17780	4.34	31.57	81.89	
			5	401NB off Ramp	At St Clair College		-3	6964	0.26	0.13	84.22	7309	0.39	0.19	84.70	7753	0.62	0.31	85.05	
			6	401SB on Ramp	At St Clair College		-3	5498	0.33	0.16	81.08	5906	0.37	0.19	81.99	6223	0.40	0.20	81.74	
			7	Cousineau Dr	E.of N Service Rd				9811	0.00	0.00	92.20	9523	0.00	0.00	91.86	9897	0.00	0.00	91.80
I-J	R1_2	7-N	1	S.Service Rd	St Clair College	Cousineau Dr		9334	0.89	1.87	93.31	9902	0.93	2.39	92.89	10735	0.92	2.81	92.73	
			2	N.Service Rd	St Clair College	Cousineau Dr		14718	0.56	0.28	90.37	15051	0.60	0.30	90.33	15671	0.56	0.28	90.42	
			3	Hwy 401 SB	4. St Clair/401 SB Off Ramp	St Clair/401 SB On Ramp	-7	15850	4.33	35.12	82.59	20763	4.70	39.68	82.40	23591	5.01	43.41	82.67	
			4	Hwy 401 NB	4. St. Clair/401 NB Off Ramp	St. Clair/401 NB On Ramp	-7	12307	3.82	25.68	84.50	14884	4.13	29.39	82.21	17780	4.34	31.57	81.89	
			5	401NB off Ramp	At St Clair College		-3	6964	0.26	0.13	84.22	7309	0.39	0.19	84.70	7753	0.62	0.31	85.05	
			6	401SB on Ramp	At St Clair College		-3	5498	0.33	0.16	81.08	5906	0.37	0.19	81.99	6223	0.40	0.20	81.74	
			7	Cousineau Dr	E.of N Service Rd				9811	0.00	0.00	92.20	9523	0.00	0.00	91.86	9897	0.00	0.00	91.80
J-K	R1_1	8-N	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75	
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10	
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-6	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11	
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-6	19664	3.47	24.10	82.49	22641	3.73	26.86	81.27	26044	3.94	28.73	81.16	
			5	401NB off Ramp	At St Clair College		-6	6964	0.26	0.13	84.22	7309	0.39	0.19	84.70	7753	0.62	0.31	85.05	
			6	401SB on Ramp	At St Clair College		-6	5498	0.33	0.16	81.08	5906	0.37	0.19	81.99	6223	0.40	0.20	81.74	
			7	Cousineau Dr	E.of N Service Rd				9811	0.00	0.00	92.20	9523	0.00	0.00	91.86	9897	0.00	0.00	91.80

Alternative 1B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
H-I	R1	4-N	1	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	100	R	131.5	134.5	126	129			
			2	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	100	R	114.5	117.5	109	112			
			3	Cabana Rd	E.of N Service Rd		50	A	26	29	26	29			
			4	S.Service Rd	Pulford St	Todd Ln/Cabana Rd	60	R	151.5	154.5	148	151			
			5	N.Service Rd	Pulford St	Todd Ln/Cabana Rd	60	R	94.5	97.5	91	94			
H-I	R2	5-N	1	S.Service Rd	Todd Ln/Cabana Rd	Huron Church Line	60	R	125.5	109.5	122	106			
			2	N.Service Rd	Todd Ln/Cabana Rd	Huron Church Line	60	R	67.5	51.5	64	48			
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	100	R	105.5	89.5	100	84			
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	100	R	87.5	71.5	82	66			
			5	Cabana Rd	E.of N Service Rd		50	R	36	23	36	23			
H-I	R3	6-N	1	S.Service Rd	Huron Church Line	St Clair College	60	R	106.5	109.5	103	106			
			2	N.Service Rd	Huron Church Line	St Clair College	60	R	48.5	51.5	45	48			
			3	Hwy 401 SB	5. Pulford/401 SB Off Ramp	St Clair/401 SB Off Ramp	100	R	86.5	89.5	81	84			
			4	Hwy 401 NB	5. St. Clair/401 NB On Ramp	Pulford/401 NB On Ramp	100	R	69.5	72.5	64	67			
I-J	R1_1	7-N	1	S.Service Rd	St Clair College	Cousineau Dr	60	A	191.5	194.5	188	191			
			2	N.Service Rd	St Clair College	Cousineau Dr	60	A	113.5	117.5	110	114			
			3	Hwy 401 SB	4. St Clair/401 SB Off Ramp	St Clair/401 SB On Ramp	100	A	165.5	168.5	160	163			
			4	Hwy 401 NB	4. St. Clair/401 NB Off Ramp	St. Clair/401 NB On Ramp	100	A	147.5	150.5	142	145			
			5	401NB off Ramp	At St Clair College		60	A	133.8	138.8	132	137			
			6	401SB on Ramp	At St Clair College		60	A	174.8	178.8	173	177			
			7	Cousineau Dr	E.of N Service Rd		50	A	166	162	166	162			
I-J	R1_2	7-N	1	S.Service Rd	St Clair College	Cousineau Dr	60	A	233.5	237.5	230	234			
			2	N.Service Rd	St Clair College	Cousineau Dr	60	A	165.5	170.5	162	167			
			3	Hwy 401 SB	4. St Clair/401 SB Off Ramp	St Clair/401 SB On Ramp	100	A	208.5	212.5	203	207			
			4	Hwy 401 NB	4. St. Clair/401 NB Off Ramp	St. Clair/401 NB On Ramp	100	A	191.5	195.5	186	190			
			5	401NB off Ramp	At St Clair College		60	A	182.8	186.8	181	185			
			6	401SB on Ramp	At St Clair College		60	A	215.8	219.8	214	218			
			7	Cousineau Dr	E.of N Service Rd		50	A	166	162	166	162			
J-K	R1_1	8-N	1	S.Service Rd	Cousineau Dr	Howard Ave	60	R	132.5	120.5	129	117			
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	R	74.5	62.5	71	59			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	R	112.5	100.5	107	95			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	100	R	94.5	82.5	89	77			
			5	401NB off Ramp	At St Clair College		60	R	86.8	74.8	85	73			
			6	401SB on Ramp	At St Clair College		60	R	119.8	106.8	118	105			
			7	Cousineau Dr	E.of N Service Rd		50	R	15	18	15	18			

Alternative 1B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
J-K	R1_2	8-N	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-6	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-6	19664	3.47	24.10	82.49	22641	3.73	26.86	81.27	26044	3.94	28.73	81.16
			5	401NB Off Ramp	At St Clair College		-6	6964	0.26	0.13	84.22	7309	0.39	0.19	84.70	7753	0.62	0.31	85.05
			6	401SB On Ramp	At St Clair College		-6	5498	0.33	0.16	81.08	5906	0.37	0.19	81.99	6223	0.40	0.20	81.74
			7	Cousineau Dr	E.of N Service Rd			9811	0.00	0.00	92.20	9523	0.00	0.00	91.86	9897	0.00	0.00	91.80
J-K	R2_1	9-N	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-8	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-8	19664	3.47	24.10	82.49	22641	3.73	26.86	81.27	26044	3.94	28.73	81.16
J-K	R2_2	9-N	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-8	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-8	19664	3.47	24.10	82.49	22641	3.73	26.86	81.27	26044	3.94	28.73	81.16
J-K	R3_1	10-N	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-7	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-7	19664	3.47	24.10	82.49	22641	3.73	26.86	81.27	26044	3.94	28.73	81.16
			5	Howard Ave	E.of N Service Rd			16200	1.18	0.59	93.12	18369	1.20	0.60	93.22	19700	1.19	0.60	93.15
J-K	R3_2	10-N	1	S.Service Rd	Cousineau Dr	Howard Ave		6282	1.38	3.21	91.25	6321	1.38	3.87	90.94	6597	1.37	4.52	90.75
			2	N.Service Rd	Cousineau Dr	Howard Ave		7461	0.99	0.50	93.24	7603	0.98	0.49	93.28	7984	0.85	0.43	93.10
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-7	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-7	19664	3.47	24.10	82.49	22641	3.73	26.86	81.27	26044	3.94	28.73	81.16
			5	Howard Ave	E.of N Service Rd			16200	1.18	0.59	93.12	18369	1.20	0.60	93.22	19700	1.19	0.60	93.15
K-L	R1	11-N	1	S.Service Rd	E. Of Howard Ave			12060	1.31	0.66	91.93	13024	1.29	0.64	91.72	14106	1.33	0.66	91.76
			2	N.Service Rd	E. Of Howard Ave			13630	1.39	0.69	93.62	14732	1.36	0.68	93.84	15472	1.36	0.68	93.69
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-4	21700	3.86	31.02	81.83	27071	4.24	35.45	81.99	30301	4.55	38.97	82.11
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	-4	10589	4.73	39.40	78.49	13212	4.89	40.57	77.42	16399	5.08	41.73	77.69
			5	Howard	E.of N Service Rd			16200	1.18	0.59	93.12	18369	1.20	0.60	93.22	19700	1.19	0.60	93.15
			6	Hwy 401 NB on ramp	Hwy 3 Merge/Split		-4	9124	1.26	0.63	88.00	9462	1.24	0.62	87.71	9728	1.28	0.64	87.99
K-L	R2	12-N	1	S.Service Rd	E. Of Howard Ave			12060	1.31	0.66	91.93	13024	1.29	0.64	91.72	14106	1.33	0.66	91.76
			2	N.Service Rd	E. Of Howard Ave			13630	1.39	0.69	93.62	14732	1.36	0.68	93.84	15472	1.36	0.68	93.69
			3	Hwy 401 SB	2. Hwy 3/401 SB Off Ramp	Hwy 3/401 SB On Ramp	0	11201	3.88	31.67	84.87	15736	4.26	36.11	84.94	18464	4.57	39.63	84.70
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	0	10589	4.73	39.40	78.49	13212	4.89	40.57	77.42	16399	5.08	41.73	77.69
			5	401NB on Ramp	Hwy 3 Merge/Split		2	9124	1.26	0.63	88.00	9462	1.24	0.62	87.71	9728	1.28	0.64	87.99
			6	401NB off Ramp	Hwy 3 Merge/Split		6	9967	1.58	4.45	87.78	11304	1.65	5.42	88.15	11862	1.73	6.56	88.07
			7	401SB on Ramp	Hwy 3 Merge/Split			9566	1.69	4.47	82.39	10832	1.72	5.49	81.37	11814	1.75	6.20	81.59
			8	401SB off Ramp	Hwy 3 Merge/Split			9491	1.29	0.65	80.73	10063	1.25	0.62	80.46	10383	1.27	0.64	80.88
L-M	R1	13-N	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	0	19954	3.41	23.83	82.98	24657	3.48	24.32	82.87	27629	3.67	25.92	82.31
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	0	21530	3.96	32.30	82.73	26996	4.18	34.77	82.28	31034	4.45	37.65	82.19

Alternative 1B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
J-K	R1_2	8-N	1	S.Service Rd	Cousineau Dr	Howard Ave	60	R	177.5	165.5	174	162			
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	R	115.5	103.5	112	100			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	R	156.5	144.5	151	139			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	100	R	138.5	125.5	133	120			
			5	401NB Off Ramp	At St Clair College		60	R	129.8	117.8	128	116			
			6	401SB On Ramp	At St Clair College		60	R	163.8	151.8	162	150			
			7	Cousineau Dr	E.of N Service Rd		50	R	15	18	15	18			
J-K	R2_1	9-N	1	S.Service Rd	Cousineau Dr	Howard Ave	60	A	360.5	343.5	357	340			
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	A	303.5	285.5	300	282			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	A	341.5	323.5	336	318			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	100	A	323.5	305.5	318	300			
J-K	R2_2	9-N	1	S.Service Rd	Cousineau Dr	Howard Ave	60	A	402.5	384.5	399	381			
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	A	339.5	322.5	336	319			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	A	380.5	363.5	375	358			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	100	A	363.5	345.5	358	340			
J-K	R3_1	10-N	1	S.Service Rd	Cousineau Dr	Howard Ave	60	R	130.5	133.5	127	130	2.438	24	2.5
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	R	62.5	65.5	59	62			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	R	109.5	112.5	104	107			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	100	R	91.5	94.5	86	89			
			5	Howard Ave	E.of N Service Rd		60	R	173	165	173	165			
J-K	R3_2	10-N	1	S.Service Rd	Cousineau Dr	Howard Ave	60	R	138.5	141.5	135	138	2.438	24	2.5
			2	N.Service Rd	Cousineau Dr	Howard Ave	60	R	62.5	65.5	59	62			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	R	119.5	122.5	114	117			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	100	R	101.5	104.5	96	99			
			5	Howard Ave	E.of N Service Rd		60	R	173	165	173	165			
K-L	R1	11-N	1	S.Service Rd	E. Of Howard Ave		60	A	226.5	230.5	223	227	3.048	13	0
			2	N.Service Rd	E. Of Howard Ave		60	A	49.5	52.5	46	49			
			3	Hwy 401 SB	3. St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	100	R	172.5	176.5	167	171			
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	100	R	155.5	158.5	150	153			
			5	Howard	E.of N Service Rd		60	R	131	134	131	134			
			6	Hwy 401 NB on ramp	Hwy 3 Merge/Split		60	R	149.8	145.8	148	144			
K-L	R2	12-N	1	S.Service Rd	E. Of Howard Ave		60	R	284.5	287.5	281	284	3.048	9	0
			2	N.Service Rd	E. Of Howard Ave		60	A	37.5	40.5	34	37			
			3	Hwy 401 SB	2. Hwy 3/401 SB Off Ramp	Hwy 3/401 SB On Ramp	100	R	199.5	202.5	194	197			
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	100	R	180.5	183.5	175	178			
			5	401NB on Ramp	Hwy 3 Merge/Split		60	R	64.8	67.8	63	66			
			6	401NB off Ramp	Hwy 3 Merge/Split		60	R	128.8	131.8	127	130			
			7	401SB on Ramp	Hwy 3 Merge/Split		60	R	275.8	278.8	274	277			
			8	401SB off Ramp	Hwy 3 Merge/Split		60	R	205.8	208.8	204	207			
L-M	R1	13-N	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	100	A	76	79	77	74	3.048	15	0
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	100	A	60	63	60	57			

Alternative 2A			Road Segment					2015				2025				2035					
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)		
Receptors on the South Side																					
GH	R1-A	1A-S	1	Spring Garden Rd	W. of Huron Church Rd			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21		
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		8	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		8	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			4	401 NB On Ramp-25	EC Row Expressway IC				2178	3.30	33.02	76.55	2537	3.72	37.24	79.07	3026	3.80	38.04	78.06	
			5	401 SB Off Ramp-26	EC Row Expressway to Hwy 401				5	13781	1.68	6.14	84.12	15448	1.83	7.39	82.81	18181	1.83	7.39	82.81
			6	Malden Rd	Chappus	401 S .Ramp				19175	2.71	1.35	92.23	19777	2.56	1.28	92.01	20768	2.43	1.22	91.91
			7	401 NB On Ramp-22	Ojibway Pkwy IC				0	1495	1.66	16.65	66.66	1689	1.85	18.46	66.27	1807	1.99	19.86	65.77
			8	EC Row EB	At Malden Rd					29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80
			9	EC Row WB	At Malden Rd					23297	1.51	2.77	91.66	29382	1.50	3.13	91.13	33768	1.48	3.26	90.36
GH	R1	1-S	1	Spring Garden Rd	W. of Huron			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21		
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		8	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		8	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			4	EC Row EB	At Malden Rd				29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80	
			5	EC Row WB	At Malden Rd				23297	1.51	2.77	91.66	29382	1.50	3.13	91.13	33768	1.48	3.26	90.36	
GH	R2-A	2A-S	1	Parallel Rd	Spring Garden	W. of Huron Church			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21	
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp			9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16	
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		0	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		0	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			5	401 NB On Ramp-22	Ojibway Pkwy IC				0	1495	1.66	16.65	66.66	1689	1.85	18.46	66.27	1807	1.99	19.86	65.77
			6	EC Row EB	At Malden Rd				29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80	
			7	EC Row WB	At Malden Rd				23297	1.51	2.77	91.66	29382	1.50	3.13	91.13	33768	1.48	3.26	90.36	
			8	401 SB On Ramp	At Huron Church				0	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			9	Spring Garden	W. of Huron Church				0	5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
GH	R2	2-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp			7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89	
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp			9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16	
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		0	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		0	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			5	EC Row EB	At Malden Rd				29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80	
			6	EC Row WB	At Malden Rd				23297	1.51	2.77	91.66	29382	1.50	3.13	91.13	33768	1.48	3.26	90.36	
			7	401 SB On Ramp	At Huron Church				15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55	
			8	EC Row WB Ramp Terminal	E-N/S Ramp				13740	1.29	0.65	91.69	16099	1.29	0.65	91.75	16787	1.35	0.67	91.70	
			9	401 NB Off Ramp	At Huron Church				15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23	
			10	Spring Garden	Spring Garden	W. of Huron Church				5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21

Alternative 2A			Road Segment					Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
Receptors on the South Side															
GH	R1-A	1A-S	1	Spring Garden Rd	W. of Huron Church Rd		50	R	31	17	31	17			
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	A	238.5	241.5	233	236			
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	A	255.5	258.5	250	253			
			4	401 NB On Ramp-25	EC Row Expressway IC		60	A	339.8	342.8	338	341			
			5	401 SB Off Ramp-26	EC Row Expressway to Hwy 401		60	A	196.8	199.8	195	198			
			6	Malden Rd	Chappus	401 S .Ramp	60	R	54	57	54	57			
			7	401 NB On Ramp-22	Ojibway Pkwy IC		50	A	338.8	341.8	337	340			
			8	EC Row EB	At Malden Rd		100	A	379	382	379	382			
			9	EC Row WB	At Malden Rd		100	A	398	401	398	401			
GH	R1	1-S	1	Spring Garden Rd	W. of Huron		50	R	31	17	31	17			
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	A	277.5	280.5	272	275			
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	A	295.5	298.5	290	293			
			4	EC Row EB	At Malden Rd		100	A	379	382	379	382			
			5	EC Row WB	At Malden Rd		100	A	398	401	398	401			
GH	R2-A	2A-S	1	Parallel Rd	Spring Garden	W. of Huron Church	50	A	15	18	15	18			
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	497.5	500.5	494	497			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	A	95.5	98.5	90	93			
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	A	113.5	116.5	108	111			
			5	401 NB On Ramp-22	Ojibway Pkwy IC		50	A	140.8	143.8	139	142			
			6	EC Row EB	At Malden Rd		100	A	356	359	356	359			
			7	EC Row WB	At Malden Rd		100	A	377	380	377	380			
			8	401 SB On Ramp	At Huron Church		60	A	386.8	354.8	385	353			
			9	Spring Garden	W. of Huron Church		50	A	32	35	32	35			
GH	R2	2-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	483	479	NA	NA			
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	496	492	NA	NA			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	A	187.5	176.5	182	171			
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	A	205.5	194.5	200	189			
			5	EC Row EB	At Malden Rd		100	A	321	312	321	312			
			6	EC Row WB	At Malden Rd		100	A	340	332	340	332			
			7	401 SB On Ramp	At Huron Church		60	A	395.8	389.8	394	388			
			8	EC Row WB Ramp Terminal	E-N/S Ramp		60	A	309.8	299.8	308	298			
			9	401 NB Off Ramp	At Huron Church		60	A	427.8	422.8	426	421			
			10	Spring Garden	Spring Garden	W. of Huron Church-	50	A	32	21	32	21			

Alternative 2A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
GH	R3-A	3A-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-8	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-8	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07
			5	EC Row EB	At Malden Rd			29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80
			6	EC Row WB	At Malden Rd			23297	1.51	2.77	91.66	29382	1.50	3.13	91.13	33768	1.48	3.26	90.36
			7	401 SB On Ramp	At Huron Church		0	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			8	EC Row N. Ramp Terminal	E-N/S Ramp			13740	1.29	0.65	91.69	16099	1.29	0.65	91.75	16787	1.35	0.67	91.70
			9	401 NB Off Ramp	At Huron Church		0	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			10	Parallel Rd (Bethlehem, use Spring Garden traffic data)	Spring Garden	W. of Huron Church-		5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
GH	R4-A	4A-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-10	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07
			4	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-10	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			5	401 SB On Ramp	At Huron Church		-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			6	401 NB Off Ramp	At Huron Church		-10	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			7	Lamont Ave	Spring Garden	W. of Huron Church-		5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
GH	R4	4-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-10	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07
			4	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-10	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			5	401 SB On Ramp	At Huron Church		-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			6	401 NB Off Ramp	At Huron Church		-10	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			7	Lamont Ave	Spring Garden	W. of Huron Church-		5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
G-H	R5	5-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp	-4	29083	3.18	24.12	84.00	36031	3.48	27.69	83.22	40739	3.72	30.30	82.53
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	-4	22373	2.60	15.45	87.24	26683	2.81	17.76	85.85	29403	2.97	19.64	84.80
			5	Lambton/Grand Marais Rd	W.of Connecting Ramp			4714	0.78	0.39	91.43	4944	0.90	0.45	91.25	4282	0.87	0.44	90.11

Alternative 2A			Road Segment						Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)
									(m)	(m)	(m)	(m)			
GH	R3-A	3A-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	306	303	NA	NA			
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	322	319	NA	NA			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	A	54.5	56.5	49	51			
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	A	71.5	74.5	66	69			
			5	EC Row EB	At Malden Rd		100	A	425	428	425	428			
			6	EC Row WB	At Malden Rd		100	A	445	448	445	448			
			7	401 SB On Ramp	At Huron Church		60	A	159.8	156.8	158	155			
			8	EC Row N. Ramp Terminal	E-N/S Ramp		50	A	383.8	387.8	382	386			
			9	401 NB Off Ramp Parallel Rd	At Huron Church		60	A	198.8	195.8	197	194			
			10	(Bethlehem, use Spring Garden traffic data)	Spring Garden	W. of Huron Church-	50	A	37	17	37	17			
GH	R4-A	4A-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	180	171	NA	NA			
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	193	188	NA	NA			
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	A	109.5	91.5	104	86			
			4	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	A	90.5	74.5	85	69			
			5	401 SB On Ramp	At Huron Church		60	R	62.8	45.8	61	44			
			6	401 NB Off Ramp	At Huron Church		60	R	117.8	102.8	116	101			
			7	Lamont Ave	Spring Garden	W. of Huron Church	50	R	41	16	41	16			
GH	R4	4-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	180	171	NA	NA			
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	193	188	NA	NA			
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	A	134.5	121.5	129	116			
			4	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	A	116.5	103.5	111	98			
			5	401 SB On Ramp	At Huron Church		60	R	85.8	71.8	84	70			
			6	401 NB Off Ramp	At Huron Church		60	R	143.8	129.8	142	128			
			7	Lamont Ave	Spring Garden	W. of Huron Church-	50	R	41	16	41	16			
G-H	R5	5-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	114	111	NA	NA	1.524	6	0
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	130	127	NA	NA			
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp	100	A	73.5	70.5	68	65			
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	100	A	90.5	87.5	85	82			
			5	Lambton/Grand Marais Rd	W.of Connecting Ramp		50	R	30	18	30	18			

Alternative 2A			Road Segment					2015				2025				2035					
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)		
G-H	R6	6-S	1	S.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		6730	0.37	0.19	92.49	8072	0.41	0.21	92.19	8380	0.43	0.22	92.01		
			2	N.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		8208	1.11	0.55	90.15	8577	1.18	0.59	90.05	8947	0.99	0.49	90.04		
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp		-2	29083	3.18	24.12	84.00	36031	3.48	27.69	83.22	40739	3.72	30.30	82.53	
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp		-2	22373	2.60	15.45	87.24	26683	2.81	17.76	85.85	29403	2.97	19.64	84.80	
			5	Lambton/Grand Marais Rd	W.of Connecting Ramp				4714	0.78	0.39	91.43	4944	0.90	0.45	91.25	4282	0.87	0.44	90.11	
H-I	R1	7-S	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		7395	0.45	0.23	92.42	8686	0.48	0.24	92.23	9494	0.48	0.24	92.29		
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		8186	1.24	0.62	90.73	8811	1.25	0.62	90.92	9368	1.26	0.63	90.95		
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp		0	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71	
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp		0	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74	
			5	401 NB On Ramp	At Todd Lane/Cabana Rd				11458	0.67	0.33	86.03	12703	0.71	0.35	86.48	13317	0.73	0.42	86.71	
			6	401 SB Off Ramp	At Todd Lane/Cabana Rd				13410	0.70	0.84	82.10	14847	0.72	1.00	80.95	16154	0.72	1.00	80.95	
H-I	R2	8-S	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		7395	0.45	0.23	92.42	8686	0.48	0.24	92.23	9494	0.48	0.24	92.29		
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		8186	1.24	0.62	90.73	8811	1.25	0.62	90.92	9368	1.26	0.63	90.95		
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp		-6	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71	
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp		-6	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74	
			5	401 NB On Ramp	At Todd Lane/Cabana Rd				0	11458	0.67	0.33	86.03	12703	0.71	0.35	86.48	13317	0.73	0.42	86.71
			6	401 SB Off Ramp	At Todd Lane/Cabana Rd				0	13410	0.70	0.84	82.10	14847	0.72	1.00	80.95	16154	0.72	1.00	80.95
			7	Todd Lane	W. of Hwy 401 SB Ramps					21265	0.00	0.00	92.54	22281	0.00	0.00	92.70	22629	0.00	0.00	92.62
H-I	R3	9-S	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		13226	0.81	0.75	93.13	14745	0.75	0.76	92.88	17025	0.82	0.82	92.90		
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		11076	0.76	0.38	90.94	12791	0.81	0.40	91.30	14484	0.81	0.45	91.29		
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp		-6	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71	
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp		-6	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74	
			5	Todd Lane	W. of Hwy 401 SB Ramps					21265	0.00	0.00	92.54	22281	0.00	0.00	92.70	22629	0.00	0.00	92.62
			6	401 NB Off Ramp	At Todd Lane/Cabana Rd				0	6875	0.72	0.36	84.88	7973	0.75	0.37	85.67	7877	0.89	0.45	86.13
			7	401 SB On Ramp	At Todd Lane/Cabana Rd				0	7896	0.21	0.10	79.15	8077	0.30	0.15	78.24	8737	0.30	0.15	78.24
H-I	R4	10-S	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		13226	0.81	0.75	93.13	14745	0.75	0.76	92.88	17025	0.82	0.82	92.90		
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		11076	0.76	0.38	90.94	12791	0.81	0.40	91.30	14484	0.81	0.45	91.29		
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp		-9	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71	
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp		-9	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74	
			5	401 NB Off Ramp	At Todd Lane/Cabana Rd				-2	6875	0.72	0.36	84.88	7973	0.75	0.37	85.67	7877	0.89	0.45	86.13
			6	401 SB On Ramp	At Todd Lane/Cabana Rd				-2	7896	0.21	0.10	79.15	8077	0.30	0.15	78.24	8737	0.30	0.15	78.24

Alternative 2A			Road Segment						Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
G-H	R6	6-S	1	S.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St	60	R	94	91	NA	NA	1.83	9	2
			2	N.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St	60	R	109	106	NA	NA			
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp	100	R	52.5	49.5	47	44			
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	100	R	70.5	67.5	65	62			
			5	Lambton/Grand Marais Rd	W.of Connecting Ramp		50	R	61	64	61	64			
H-I	R1	7-S	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	181	179	NA	NA	bungalow		
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	198	195	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	A	79.5	76.5	74	71			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	A	98.5	94.5	93	89			
			5	401 NB On Ramp	At Todd Lane/Cabana Rd		60	A	103.8	99.8	102	98			
			6	401 SB Off Ramp	At Todd Lane/Cabana Rd		60	A	65.8	61.8	64	60			
H-I	R2	8-S	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	368	365	NA	NA			
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	385	380	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	A	205.5	199.5	200	194			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	A	223.5	217.5	218	212			
			5	401 NB On Ramp	At Todd Lane/Cabana Rd		60	A	264.8	259.8	263	258			
			6	401 SB Off Ramp	At Todd Lane/Cabana Rd		60	A	152.8	144.8	151	143			
			7	Todd Lane	W. of Hwy 401 SB Ramps		50	R	47	25	47	25			
H-I	R3	9-S	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	A	380	366	NA	NA			
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	A	399	379	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	A	217.5	201.5	212	196			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	A	234.5	219.5	229	214			
			5	Todd Lane	W. of Hwy 401 SB Ramps		50	A	38	27	38	27			
			6	401 NB Off Ramp	At Todd Lane/Cabana Rd		60	A	277.8	262.8	276	261			
			7	401 SB On Ramp	At Todd Lane/Cabana Rd		60	A	142.8	127.8	141	126			
H-I	R4	10-S	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	A	273	269	NA	NA			
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	A	285	281	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	A	186.5	181.5	181	176			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	A	204.5	199.5	199	194			
			5	401 NB Off Ramp	At Todd Lane/Cabana Rd		60	A	219.8	216.8	218	215			
			6	401 SB On Ramp	At Todd Lane/Cabana Rd		60	A	159.8	153.8	158	152			

Alternative 2A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
I-J	R1	11-S	1	S.Service Rd (Talbot)	Huron Church Line	St Clair College		7682	0.00	0.00	91.12	7897	0.00	0.00	91.38	8548	0.00	0.00	91.40
			2	N.Service Rd (Talbot)	Huron Church Line	St Clair College		6414	0.09	0.04	91.02	6864	0.13	0.06	90.78	7245	0.12	0.06	90.63
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	0	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	0	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
I-J	R2_1	12-S	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr		6404	0.00	0.00	93.38	7016	0.00	0.00	93.56	6843	0.00	0.00	93.69
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr		9895	0.07	0.03	88.49	10440	0.08	0.04	88.64	10857	0.08	0.04	88.67
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-2	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-2	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	W.Talbot Rd			13598	0.00	0.00	93.35	15167	0.15	0.08	93.45	16481	0.20	0.10	93.46
I-J	R2_2	12-S	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr		6404	0.00	0.00	93.38	7016	0.00	0.00	93.56	6843	0.00	0.00	93.69
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr		9895	0.07	0.03	88.49	10440	0.08	0.04	88.64	10857	0.08	0.04	88.67
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-2	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-2	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	W.Talbot Rd			13598	0.00	0.00	93.35	15167	0.15	0.08	93.45	16481	0.20	0.10	93.46
J-K	R1_1	13-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	W.Talbot Rd			13598	0.00	0.00	93.35	15167	0.15	0.08	93.45	16481	0.20	0.10	93.46
J-K	R1_2	13-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	W.Talbot Rd			13598	0.00	0.00	93.35	15167	0.15	0.08	93.45	16481	0.20	0.10	93.46
J-K	R2_1	14-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	0	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	0	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
J-K	R2_2	14-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	0	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	0	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54

Alternative 2A			Road Segment						Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
I-J	R1	11-S	1	S.Service Rd (Talbot)	Huron Church Line	St Clair College	60	A	158	161	NA	NA			
			2	N.Service Rd (Talbot)	Huron Church Line	St Clair College	60	A	175	178	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	115.5	118.5	110	113			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	133.5	136.5	128	131			
I-J	R2_1	12-S	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	236.5	229.5	233	226			
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	252.5	245.5	249	242			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	193.5	186.5	188	181			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	211.5	205.5	206	200			
			5	Cousineau Dr	W.Talbot Rd		50	A	33	21	33	21			
I-J	R2_2	12-S	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	221	214	NA	NA			
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	237	230	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	177.5	171.5	172	166			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	195.5	189.5	190	184			
			5	Cousineau Dr	W.Talbot Rd		50	A	33	21	33	21			
J-K	R1_1	13-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	117.5	114.5	114	111			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	133.5	130.5	130	127			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	R	74.5	71.5	69	66			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	92.5	89.5	87	84			
			5	Cousineau Dr	W.Talbot Rd		50	R	41	35	41	35			
J-K	R1_2	13-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	78	75	NA	NA			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	94	91	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	R	35.5	32.5	30	27			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	53.5	50.5	48	45			
			5	Cousineau Dr	W.Talbot Rd		50	R	41	35	41	35			
J-K	R2_1	14-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	137.5	141.5	134	138			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	153.5	157.5	150	154			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	94.5	98.5	89	93			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	113.5	116.5	108	111			
J-K	R2_2	14-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	75	78	NA	NA			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	88	92	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	31.5	34.5	26	29			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	49.5	52.5	44	47			

Alternative 2A			Road Segment					2015				2025				2035				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	
J-K	R3	15-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87	
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34	
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	-7	20121	3.74	30.25	83.25	25374	4.11	34.53	82.81	29133	4.41	37.85	81.79	
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54	
			5	Howard Ave	W. of Hwy 401 SB On-Ramp			27252	1.31	0.66	93.37	30282	1.31	0.65	93.33	33655	1.31	0.66	93.26	
			6	401 SB Off Ramp	Howard Ave			0	3146	0.71	0.36	86.64	3457	0.76	0.60	86.57	3755	0.74	0.59	86.46
K-L	R1	16-S	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		13247	1.40	0.70	92.21	14899	1.41	0.70	92.12	16234	1.43	0.72	92.11	
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		15176	1.28	0.64	91.94	16424	1.30	0.65	92.13	17869	1.33	0.67	92.44	
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	-4	20121	3.74	30.25	83.25	25374	4.11	34.53	82.81	29133	4.41	37.85	81.79	
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	-4	7731	4.23	31.67	88.59	12076	4.56	35.04	84.31	13738	4.78	37.38	82.49	
			5	401NB On Ramp	Hwy 3 Merge/Split			-4	9736	1.32	0.66	88.22	9748	1.33	0.66	87.96	10103	1.37	0.68	87.70
			6	Howard	W. of Hwy 401 SB On-Ramp				27252	1.31	0.66	93.37	30282	1.31	0.65	93.33	33655	1.31	0.66	93.26
			7	401 NB off Ramp	Hwy 3 Merge/Split			0	11467	1.58	4.55	83.90	12564	1.66	5.55	84.17	14074	1.76	6.81	84.79
L-M	R1	17-S	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	0	19958	3.44	23.96	82.99	24670	3.54	24.56	82.89	27671	3.72	26.33	82.25	
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	0	21565	3.99	32.65	82.70	27043	4.23	35.27	82.25	31056	4.46	37.84	82.16	

Alternative 2A			Road Segment						Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
J-K	R3	15-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	215	218	NA	NA	bungalow		
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	230	233	NA	NA			
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	100	A	126.5	129.5	121	124			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	144.5	147.5	139	142			
			5	Howard Ave	W. of Hwy 401 SB On-Ramp		60	A	54	57	54	57			
			6	401 SB Off Ramp	Howard Ave		60	A	58.8	61.8	57	60			
K-L	R1	16-S	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	R	246	227	NA	NA			
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	R	263	244	NA	NA			
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	100	R	99.5	81.5	94	76			
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	100	R	117.5	100.5	112	95			
			5	401NB On Ramp	Hwy 3 Merge/Split		60	R	136.8	118.8	135	117			
			6	Howard	W. of Hwy 401 SB On-Ramp		60	R	121	119	121	119			
			7	401 NB off Ramp	Hwy 3 Merge/Split		60	R	252.8	233.8	251	232			
L-M	R1	17-S	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	100	A	122	125	122	125			
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	100	A	107	110	107	110			

Alternative 2A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
Receptors on the North Side																			
GH	R1-A	1A-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-10	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-10	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07
			5	401 SB On Ramp	At Huron Church		-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			6	401 NB Off Ramp	At Huron Church		-10	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			7	Labelle St	E. of HC Road			5472	0.00	0.00	89.82	5943	0.00	0.00	89.32	6231	0.00	0.00	89.17
GH	R1	1-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-10	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-10	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07
			5	401 SB On Ramp	At Huron Church		-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			6	401 NB Off Ramp	At Huron Church		-10	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			7	Labelle St	E. of HC Road			5472	0.00	0.00	89.82	5943	0.00	0.00	89.32	6231	0.00	0.00	89.17
GH	R2-A	2A-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-10	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	-10	22373	2.60	15.45	87.24	26683	2.81	17.76	85.85	29403	2.97	19.64	84.80
			5	401 SB On Ramp	At Huron Church Rd		-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
GH	R2	2-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-10	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	-10	22373	2.60	15.45	87.24	26683	2.81	17.76	85.85	29403	2.97	19.64	84.80
			5	401 SB On Ramp	At Huron Church Rd		-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55

Alternative 2A			Road Segment						Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)
									(m)	(m)	(m)	(m)			
Receptors on the North Side															
GH	R1-A	1A-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	60	57	NA	NA	2.43	4	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	47	44	NA	NA			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	139.5	133.5	134	128			
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	R	120.5	115.5	115	110			
			5	401 SB On Ramp	At Huron Church		60	R	161.8	155.8	160	154			
			6	401 NB Off Ramp	At Huron Church		60	R	108.8	98.8	107	97			
			7	Labelle St	E. of HC Road		50	A	71	79	71	79			
GH	R1	1-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	60	57	NA	NA	2.43	4	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	47	45	NA	NA			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	120.5	116.5	115	111			
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	R	102.5	98.5	97	93			
			5	401 SB On Ramp	At Huron Church		60	R	142.8	136.8	141	135			
			6	401 NB Off Ramp	At Huron Church		60	R	89.8	81.8	88	80			
			7	Labelle St	E. of HC Road		50	A	71	79	71	79			
GH	R2-A	2A-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	67	64	NA	NA	2.43	5	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	51	48	NA	NA			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	113.5	110.5	108	105			
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	100	R	95.5	92.5	90	87			
			5	401 SB On Ramp	At Huron Church Rd		60	R	120.8	118.8	119	117			
GH	R2	2-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	67	64	NA	NA	2.43	5	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	51	48	NA	NA			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	110.5	107.5	105	102			
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	100	R	92.5	89.5	87	84			
			5	401 SB On Ramp	At Huron Church Rd		60	R	118.8	115.8	117	114			

Alternative 2A			Road Segment					2015				2025				2035				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	
GH	R3	3-N	1	S.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		6730	0.37	0.19	92.49	8072	0.41	0.21	92.19	8380	0.43	0.22	92.01	
			2	N.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		8208	1.11	0.55	90.15	8577	1.18	0.59	90.05	8947	0.99	0.49	90.04	
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp		0	29083	3.18	24.12	84.00	36031	3.48	27.69	83.22	40739	3.72	30.30	82.53
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp		0	22373	2.60	15.45	87.24	26683	2.81	17.76	85.85	29403	2.97	19.64	84.80
H-I	R1	4-N	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		7395	0.45	0.23	92.42	8686	0.48	0.24	92.23	9494	0.48	0.24	92.29	
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		8186	1.24	0.62	90.73	8811	1.25	0.62	90.92	9368	1.26	0.63	90.95	
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp		-6	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp		-6	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74
			5	401NB On Ramp	At Todd Lane/Cabana Rd				11458	0.67	0.33	86.03	12703	0.71	0.35	86.48	13317	0.73	0.42	86.71
			6	401SB Off Ramp	At Todd Lane/Cabana Rd				13410	0.70	0.84	82.10	14847	0.72	1.00	80.95	16154	0.72	1.00	80.95
			7	Cabana Rd	E. of HC Road				14642	0.00	0.00	91.81	16187	0.00	0.00	91.74	18077	0.00	0.00	91.78
H-I	R2	5-N	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		13226	0.81	0.75	93.13	14745	0.75	0.76	92.88	17025	0.82	0.82	92.90	
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		11076	0.76	0.38	90.94	12791	0.81	0.40	91.30	14484	0.81	0.45	91.29	
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp		-6	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp		-6	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74
			5	401NB Off Ramp	At Todd Lane/Cabana Rd				6875	0.72	0.36	84.88	7973	0.75	0.37	85.67	7877	0.89	0.45	86.13
			6	401SB On Ramp	At Todd Lane/Cabana Rd				7896	0.21	0.10	79.15	8077	0.30	0.15	78.24	8737	0.30	0.15	78.24
			7	Cabana Rd	E. of HC Road				14642	0.00	0.00	91.81	16187	0.00	0.00	91.74	18077	0.00	0.00	91.78
H-I	R3	6-N	1	S.Service Rd (Talbot)	Huron Church Line	St Clair College		7682	0.00	0.00	91.12	7897	0.00	0.00	91.38	8548	0.00	0.00	91.40	
			2	N.Service Rd (Talbot)	Huron Church Line	St Clair College		6414	0.09	0.04	91.02	6864	0.13	0.06	90.78	7245	0.12	0.06	90.63	
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp		-4	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp		-4	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	401SB On Ramp (only 2A)	At Todd Lane/Cabana Rd			0	7896	0.21	0.10	79.15	8077	0.30	0.15	78.24	8737	0.30	0.15	78.24
I-J	R1_1	7-N	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr		6404	0.00	0.00	93.38	7016	0.00	0.00	93.56	6843	0.00	0.00	93.69	
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr		9895	0.07	0.03	88.49	10440	0.08	0.04	88.64	10857	0.08	0.04	88.67	
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp		-5	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp		-5	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	E. of Talbot Road				10698	0.00	0.00	92.16	11220	0.00	0.00	92.60	12229	0.00	0.00	92.73
I-J	R1_2	7-N	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr		6404	0.00	0.00	93.38	7016	0.00	0.00	93.56	6843	0.00	0.00	93.69	
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr		9895	0.07	0.03	88.49	10440	0.08	0.04	88.64	10857	0.08	0.04	88.67	
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp		-5	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp		-5	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	E. of Talbot Road				10698	0.00	0.00	92.16	11220	0.00	0.00	92.60	12229	0.00	0.00	92.73

Alternative 2A			Road Segment						Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
GH	R3	3-N	1	S.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St	60	R	64	67	NA	NA	1.52	8	0
			2	N.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St	60	R	51	54	NA	NA			
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp	100	R	109.5	112.5	104	107			
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	100	R	91.5	94.5	86	89			
H-I	R1	4-N	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	87	79	NA	NA			
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	71	63	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	A	237.5	234.5	232	229			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	A	220.5	216.5	215	211			
			5	401NB On Ramp	At Todd Lane/Cabana Rd		60	A	188.8	182.8	187	181			
			6	401SB Off Ramp	At Todd Lane/Cabana Rd		60	A	314.8	307.8	313	306			
			7	Cabana Rd	E. of HC Road		50	R	26	29	26	29			
H-I	R2	5-N	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	R	32	35	NA	NA			
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	R	16	19	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	R	172.5	175.5	167	170			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	R	155.5	158.5	150	153			
			5	401NB Off Ramp	At Todd Lane/Cabana Rd		60	R	134.8	137.8	133	136			
			6	401SB On Ramp	At Todd Lane/Cabana Rd		60	R	228.8	231.8	227	230			
			7	Cabana Rd	E. of HC Road		50	R	36	23	36	23			
H-I	R3	6-N	1	S.Service Rd (Talbot)	Huron Church Line	St Clair College	60	R	82	85	NA	NA			
			2	N.Service Rd (Talbot)	Huron Church Line	St Clair College	60	R	64	67	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	R	122.5	125.5	117	120			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	105.5	108.5	100	103			
			5	401SB On Ramp (only 2A)	At Todd Lane/Cabana Rd		60	R	131.8	134.8	130	133			
I-J	R1_1	7-N	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	144.5	147.5	141	144			
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	128.5	131.5	125	128			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	186.5	189.5	181	184			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	169.5	172.5	164	167			
			5	Cousineau Dr	E. of Talbot Road		50	A	166	162	166	162			
I-J	R1_2	7-N	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	180	183	NA	NA			
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	167	170	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	225.5	228.5	220	223			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	207.5	210.5	202	205			
			5	Cousineau Dr	E. of Talbot Road		50	A	166	162	166	162			

Alternative 2A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
J-K	R1_1	8-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-5	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-5	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	E. of Talbot Road			10698	0.00	0.00	92.16	11220	0.00	0.00	92.60	12229	0.00	0.00	92.73
J-K	R1_2	8-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-5	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-5	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	E. of Talbot Road			10698	0.00	0.00	92.16	11220	0.00	0.00	92.60	12229	0.00	0.00	92.73
J-K	R2_1	9-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	0	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	0	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
J-K	R2_2	9-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	0	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	0	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
J-K	R3_1	10-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	-3.5	20121	3.74	30.25	83.25	25374	4.11	34.53	82.81	29133	4.41	37.85	81.79
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-3.5	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Hwy 401 SB Off Ramp	Howard Ave		0	3146	0.71	0.36	86.64	3457	0.76	0.60	86.57	3755	0.74	0.59	86.46
			6	Howard Ave	E. of Talbot Rd			18691	1.15	0.58	92.98	20282	1.18	0.63	92.84	21497	1.19	0.64	92.73
J-K	R3_2	10-N	1	S.Service Rd (Talbot Rd)	Cousineau Dr	Howard		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot Rd)	Cousineau Dr	Howard		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	-3.5	20121	3.74	30.25	83.25	25374	4.11	34.53	82.81	29133	4.41	37.85	81.79
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-3.5	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Hwy 401 SB Off Ramp	Howard Ave		0	3146	0.71	0.36	86.64	3457	0.76	0.60	86.57	3755	0.74	0.59	86.46
			6	Howard Ave	E. of Talbot Rd			18691	1.15	0.58	92.98	20282	1.18	0.63	92.84	21497	1.19	0.64	92.73

Alternative 2A			Road Segment						Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)			
J-K	R1_1	8-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	80.5	66.5	77	63			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	57.5	43.5	54	40			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	R	116.5	102.5	111	97			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	98.5	84.5	93	79			
			5	Cousineau Dr	E. of Talbot Road		50	R	15	18	15	18			
J-K	R1_2	8-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	128	113	NA	NA			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	113	98	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	R	171.5	156.5	166	151			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	153.5	138.5	148	133			
			5	Cousineau Dr	E. of Talbot Road		50	R	15	18	15	18			
J-K	R2_1	9-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	293.5	274.5	290	271			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	278.5	258.5	275	255			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	337.5	318.5	332	313			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	319.5	300.5	314	295			
J-K	R2_2	9-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	353	335	NA	NA			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	338	319	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	395.5	376.5	390	371			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	378.5	359.5	373	354			
J-K	R3_1	10-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard	60	R	67.5	70.5	64	67	2.438	24	2.5
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard	60	R	52.5	54.5	49	51			
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	100	R	110.5	113.5	105	108			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	92.5	95.5	87	90			
			5	Hwy 401 SB Off Ramp	Howard Ave		60	R	119.8	122.8	118	121			
			6	Howard Ave	E. of Talbot Rd		60	R	173	165	173	165			
J-K	R3_2	10-N	1	S.Service Rd (Talbot Rd)	Cousineau Dr	Howard	60	R	75	78	NA	NA	2.438	24	2.5
			2	N.Service Rd (Talbot Rd)	Cousineau Dr	Howard	60	R	59	62	NA	NA			
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	100	R	123.5	126.5	118	121			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	106.5	109.5	101	104			
			5	Hwy 401 SB Off	Howard Ave		60	R	131.8	135.8	130	134			
			6	Howard Ave	E. of Talbot Rd		60	R	173	165	173	165			

Alternative 2A			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
K-L	R1	11-N	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		13247	1.40	0.70	92.21	14899	1.41	0.70	92.12	16234	1.43	0.72	92.11
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		15176	1.28	0.64	91.94	16424	1.30	0.65	92.13	17869	1.33	0.67	92.44
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	-4	20121	3.74	30.25	83.25	25374	4.11	34.53	82.81	29133	4.41	37.85	81.79
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	-4	7731	4.23	31.67	88.59	12076	4.56	35.04	84.31	13738	4.78	37.38	82.49
			5	Howard Ave	E. of Talbot Rd			18691	1.15	0.58	92.98	20282	1.18	0.63	92.84	21497	1.19	0.64	92.73
			6	401 NB Off Ramp	Hwy 3 merge/split			11467	1.58	4.55	83.90	12564	1.66	5.55	84.17	14074	1.76	6.81	84.79
			7	401 NB On Ramp	Hwy 3 merge/split		-4	9736	1.32	0.66	88.22	9748	1.33	0.66	87.96	10103	1.37	0.68	87.70
K-L	R2	12-N	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		13247	1.40	0.70	92.21	14899	1.41	0.70	92.12	16234	1.43	0.72	92.11
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		15176	1.28	0.64	91.94	16424	1.30	0.65	92.13	17869	1.33	0.67	92.44
			3	Hwy 401 SB	2. Hwy 3/401 SB	Hwy 3/401 SB On Ramp	0	9149	3.79	31.56	89.13	14014	4.15	35.48	86.57	16990	4.45	38.66	84.48
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	0	7731	4.23	31.67	88.59	12076	4.56	35.04	84.31	13738	4.78	37.38	82.49
			5	401 SB Off Ramp	Hwy 3 merge/split		0	9952	1.22	0.61	80.39	10144	1.27	0.64	80.72	10701	1.27	0.64	80.72
			6	401 NB Off Ramp	Hwy 3 merge/split		6	11467	1.58	4.55	83.90	12564	1.66	5.55	84.17	14074	1.76	6.81	84.79
			7	401 NB On Ramp	Hwy 3 merge/split		2	9736	1.32	0.66	88.22	9748	1.33	0.66	87.96	10103	1.37	0.68	87.70
			8	401 SB On Ramp	Hwy 3 merge/split		0	10350	1.66	4.42	81.96	11816	1.71	6.00	81.55	13164	1.71	6.00	81.55
L-M	R1	13-N	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	0	19958	3.44	23.96	82.99	24670	3.54	24.56	82.89	27671	3.72	26.33	82.25
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	0	21565	3.99	32.65	82.70	27043	4.23	35.27	82.25	31056	4.46	37.84	82.16

Alternative 2A			Road Segment						Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)
									(m)	(m)	(m)	(m)			
K-L	R1	11-N	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	R	63	66	NA	NA	3.048	13	0
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	R	45	49	NA	NA			
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	100	R	173.5	176.5	168	171			
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	100	R	154.5	158.5	149	153			
			5	Howard Ave	E. of Talbot Rd		60	R	131	134	131	134			
			6	401 NB Off Ramp	Hwy 3 merge/split		60	R	46.8	49.8	45	48			
			7	401 NB On Ramp	Hwy 3 merge/split		60	R	149.8	152.8	148	151			
K-L	R2	12-N	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	R	64	67	NA	NA	3.048	9	0
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	A	29	32	NA	NA			
			3	Hwy 401 SB	2. Hwy 3/401 SB	Hwy 3/401 SB On Ramp	100	R	199.5	202.5	194	197			
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	100	R	182.5	185.5	177	180			
			5	401 SB Off Ramp	Hwy 3 merge/split		60	R	205.8	208.8	204	207			
			6	401 NB Off Ramp	Hwy 3 merge/split		60	R	127.8	130.8	126	129			
			7	401 NB On Ramp	Hwy 3 merge/split		60	R	64.8	67.8	63	66			
			8	401 SB On Ramp	Hwy 3 merge/split		60	R	275.8	278.8	274	277			
L-M	R1	13-N	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	100	A	76	79	76	79	3.048	15	0
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	100	A	60	63	60	63			

Alternative 2B			Road Segment					2015				2025				2035					
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)		
Receptors on the South Side																					
GH	R1-A	1A-S	1	Spring Garden Rd	W. of Huron Church Rd			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21		
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		8	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		8	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			4	401 NB On Ramp-25	EC Row Expressway IC					2178	3.30	33.02	76.55	2537	3.72	37.24	79.07	3026	3.80	38.04	78.06
			5	401 SB Off Ramp-26	EC Row Expressway to Hwy 401				5	13781	1.68	6.14	84.12	15448	1.83	7.39	82.81	18181	1.83	7.39	82.81
			6	Malden Rd	Chappus	401 S .Ramp			18779	2.71	1.36	92.14	19769	2.56	1.28	92.01	20818	2.43	1.21	91.88	
			7	401 NB On Ramp-22	Ojibway Pkwy IC				0	1495	1.66	16.65	66.66	1689	1.85	18.46	66.27	1807	1.99	19.86	65.77
			8	EC Row EB	At Malden Rd					29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80
GH	R1	1-S	1	Spring Garden Rd	W. of Huron Church Rd			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21		
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		8	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		8	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			4	EC Row EB	At Malden Rd					29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80
			5	EC Row WB	At Malden Rd					23297	1.51	2.77	91.66	29382	1.50	3.13	91.13	33768	1.48	3.26	90.36
GH	R2-A	2A-S	1	Parallel Rd	Spring Garden	W. of Huron Church			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21	
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp			9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16	
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		0	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		0	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			5	401 NB On Ramp- 22	Ojibway Pkwy IC				0	1495	1.66	16.65	66.66	1689	1.85	18.46	66.27	1807	1.99	19.86	65.77
			6	EC Row EB	At Malden Rd					29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80
			7	EC Row WB	At Malden Rd					23297	1.51	2.77	91.66	29382	1.50	3.13	91.13	33768	1.48	3.26	90.36
			8	401 SB On Ramp	At Huron Church				0	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			9	Spring Garden	W. of Huron Church				0	5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
GH	R2	2-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp			7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89	
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp			9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16	
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		0	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		0	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			5	EC Row EB	At Malden Rd					29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80
			6	EC Row WB	At Malden Rd					23297	1.51	2.77	91.66	29382	1.50	3.13	91.13	33768	1.48	3.26	90.36
			7	401 SB On Ramp	At Huron Church					15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			8	EC Row N. Ramp Terminal	E-N/S Ramp					13740	1.29	0.65	91.69	16099	1.29	0.65	91.75	16787	1.35	0.67	91.70
			9	401 NB Off Ramp	At Huron Church					15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			10	Spring Garden	Spring Garden	W. of Huron Church-			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21	

Alternative 2B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)		
									(m)	(m)	(m)	(m)					
Receptors on the South Side																	
GH	R1-A	1A-S	1	Spring Garden Rd	W. of Huron Church Rd		50	R	31	17	31	17					
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		100	A	238.5	241.5	233	236				
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		100	A	255.5	258.5	250	253				
			4	401 NB On Ramp-25	EC Row Expressway IC				60	A	339.8	342.8	338	341			
			5	401 SB Off Ramp-26	EC Row Expressway to Hwy 401				60	A	196.8	199.8	195	198			
			6	Malden Rd	Chappus	401 S .Ramp		60	R	54	57	54	57				
			7	401 NB On Ramp-22	Ojibway Pkwy IC				50	A	338.8	341.8	337	340			
			8	EC Row EB	At Malden Rd				100	A	379	382	379	382			
			9	EC Row WB	At Malden Rd				100	A	398	401	398	401			
GH	R1	1-S	1	Spring Garden Rd	W. of Huron Church Rd		50	R	31	17	31	17					
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		100	A	277.5	280.5	272	275				
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		100	A	295.5	298.5	290	293				
			4	EC Row EB	At Malden Rd				100	A	379	382	379	382			
			5	EC Row WB	At Malden Rd				100	A	398	401	398	401			
GH	R2-A	2A-S	1	Parallel Rd	Spring Garden	W. of Huron Church		50	A	15	18	15	18				
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		60	A	497.5	500.5	494	497				
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		100	A	95.5	98.5	90	93				
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		100	A	113.5	116.5	108	111				
			5	401 NB On Ramp- 22	Ojibway Pkwy IC				50	A	140.8	143.8	139	142			
			6	EC Row EB	At Malden Rd				100	A	356	359	356	359			
			7	EC Row WB	At Malden Rd				100	A	377	380	377	380			
			8	401 SB On Ramp	At Huron Church				60	A	386.8	354.8	385	353			
			9	Spring Garden	W. of Huron Church				50	A	32	35	32	35			
GH	R2	2-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		60	A	483	479	NA	NA				
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		60	A	496	492	NA	NA				
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		100	A	187.5	176.5	182	171				
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		100	A	205.5	194.5	200	189				
			5	EC Row EB	At Malden Rd				100	A	321	312	321	312			
			6	EC Row WB	At Malden Rd				100	A	340	332	340	332			
			7	401 SB On Ramp	At Huron Church				60	A	395.8	389.8	394	388			
			8	EC Row N. Ramp Terminal	E-N/S Ramp				60	A	309.8	299.8	308	298			
			9	401 NB Off Ramp	At Huron Church				60	A	427.8	422.8	426	421			
			10	Spring Garden	Spring Garden	W. of Huron Church-		50	A	32	21	32	21				

Alternative 2B			Road Segment					2015				2025				2035				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	
GH	R3-A	3A-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89	
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16	
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-8	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-8	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			5	EC Row EB	At Malden Rd			29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80	
			6	EC Row WB	At Malden Rd			23297	1.51	2.77	91.66	29382	1.50	3.13	91.13	33768	1.48	3.26	90.36	
			7	401 SB On Ramp	At Huron Church			0	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			8	EC Row N. Ramp Terminal	E-N/S Ramp			0	13740	1.29	0.65	91.69	16099	1.29	0.65	91.75	16787	1.35	0.67	91.70
			9	401 NB Off Ramp	At Huron Church			0	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			10	Parallel Rd (Bethlehem, use Spring Garden traffic data)	Spring Garden	W. of Huron Church-			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
GH	R3	3-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89	
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16	
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-8	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-8	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			5	EC Row EB	At Malden Rd			29858	1.54	3.81	92.25	32888	1.55	4.23	92.26	37407	1.57	4.29	91.80	
			6	EC Row WB	At Malden Rd			23297	1.51	2.77	91.66	29382	1.50	3.13	91.13	33768	1.48	3.26	90.36	
			7	401 SB On Ramp	At Huron Church			0	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			8	EC Row N. Ramp Terminal	E-N/S Ramp			0	13740	1.29	0.65	91.69	16099	1.29	0.65	91.75	16787	1.35	0.67	91.70
			9	401 NB Off Ramp	At Huron Church			0	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			10	Spring Garden	Spring Garden	W. of Huron Church-			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
GH	R4-A	4A-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89	
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16	
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-9	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			4	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			5	401 SB On Ramp	At Huron Church			-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			6	401 NB Off Ramp	At Huron Church			-9	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			7	Lamont Ave	Spring Garden	W. of Huron Church			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21
GH	R4	4-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89	
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16	
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-9	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07	
			4	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47	
			5	401 SB On Ramp	At Huron Church			-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			6	401 NB Off Ramp	At Huron Church			-9	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			7	Lamont Ave	Spring Garden	W. of Huron Church-			5440	0.00	0.00	92.25	5440	0.00	0.00	92.25	5486	0.00	0.00	92.21

Alternative 2B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)	
									(m)	(m)	(m)	(m)				
GH	R3-A	3A-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	306	303	NA	NA				
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	322	319	NA	NA				
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		100	A	54.5	56.5	49	51			
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		100	A	71.5	74.5	66	69			
			5	EC Row EB	At Malden Rd			100	A	425	428	425	428			
			6	EC Row WB	At Malden Rd			100	A	445	448	445	448			
			7	401 SB On Ramp	At Huron Church			60	A	159.8	156.8	158	155			
			8	EC Row N. Ramp Terminal	E-N/S Ramp			50	A	383.8	387.8	382	386			
			9	401 NB Off Ramp	At Huron Church			60	A	198.8	195.8	197	194			
			10	Parallel Rd (Bethlehem, use Spring Garden traffic data)	Spring Garden	W. of Huron Church-		50	A	37	17	37	17			
GH	R3	3-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	306	303	NA	NA				
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	322	319	NA	NA				
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		100	A	145.5	148.5	140	143			
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		100	A	164.5	166.5	159	161			
			5	EC Row EB	At Malden Rd			100	A	425	428	425	428			
			6	EC Row WB	At Malden Rd			100	A	445	448	445	448			
			7	401 SB On Ramp	At Huron Church			60	A	172.8	169.8	171	168			
			8	EC Row N. Ramp Terminal	E-N/S Ramp			60	A	383.8	380.8	382	379			
			9	401 NB Off Ramp	At Huron Church			60	A	219.8	216.8	218	215			
			10	Spring Garden	Spring Garden	W. of Huron Church-		50	A	37	17	37	17			
GH	R4-A	4A-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	180	171	NA	NA				
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	193	188	NA	NA				
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		100	A	109.5	91.5	104	86			
			4	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		100	A	90.5	74.5	85	69			
			5	401 SB On Ramp	At Huron Church			60	R	62.8	45.8	61	44			
			6	401 NB Off Ramp	At Huron Church			60	R	117.8	102.8	116	101			
			7	Lamont Ave	Spring Garden	W. of Huron Church		50	R	41	16	41	16			
GH	R4	4-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	180	171	NA	NA				
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	193	188	NA	NA				
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp		100	A	134.5	121.5	129	116			
			4	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp		100	A	116.5	103.5	111	98			
			5	401 SB On Ramp	At Huron Church			60	R	85.8	71.8	84	70			
			6	401 NB Off Ramp	At Huron Church			60	R	143.8	129.8	142	128			
			7	Lamont Ave	Spring Garden	W. of Huron Church-		50	R	41	16	41	16			

Alternative 2B			Road Segment					2015				2025				2035				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	
G-H	R5	5-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89	
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16	
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp		-12	29083	3.18	24.12	84.00	36031	3.48	27.69	83.22	40739	3.72	30.30	82.53
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp		-12	22373	2.60	15.45	87.24	26683	2.81	17.76	85.85	29403	2.97	19.64	84.80
			5	Lambton/Grand Marias Rd	W.of Connecting Ramp				4714	0.78	0.39	91.43	4944	0.90	0.45	91.25	4989	0.93	0.46	91.21
G-H	R6	6-S	1	S.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		6730	0.37	0.19	92.49	8072	0.41	0.21	92.19	8380	0.43	0.22	92.01	
			2	N.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		8208	1.11	0.55	90.15	8577	1.18	0.59	90.05	8947	0.99	0.49	90.04	
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp		-12	29083	3.18	24.12	84.00	36031	3.48	27.69	83.22	40739	3.72	30.30	82.53
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp		-12	22373	2.60	15.45	87.24	26683	2.81	17.76	85.85	29403	2.97	19.64	84.80
			5	Lambton/Grand Marias Rd	W.of Connecting Ramp				4714	0.78	0.39	91.43	4944	0.90	0.45	91.25	4989	0.93	0.46	91.21
H-I	R1	7-S	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		7395	0.45	0.23	92.42	8686	0.48	0.24	92.23	9494	0.48	0.24	92.29	
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		8186	1.24	0.62	90.73	8811	1.25	0.62	90.92	9368	1.26	0.63	90.95	
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp		-11	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp		-11	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74
			5	401 NB On Ramp	At Todd Lane/Cabana Rd				11458	0.67	0.33	86.03	12703	0.71	0.35	86.48	13317	0.73	0.42	86.71
			6	401 SB Off Ramp	At Todd Lane/Cabana Rd				13410	0.70	0.84	82.10	14847	0.72	1.00	80.95	16154	0.72	1.00	80.95
H-I	R2	8-S	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		7395	0.45	0.23	92.42	8686	0.48	0.24	92.23	9494	0.48	0.24	92.29	
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		8186	1.24	0.62	90.73	8811	1.25	0.62	90.92	9368	1.26	0.63	90.95	
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp		-7	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp		-7	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74
			5	401 NB On Ramp	At Todd Lane/Cabana Rd			0	11458	0.67	0.33	86.03	12703	0.71	0.35	86.48	13317	0.73	0.42	86.71
			6	401 SB Off Ramp	At Todd Lane/Cabana Rd			0	13410	0.70	0.84	82.10	14847	0.72	1.00	80.95	16154	0.72	1.00	80.95
			7	Todd Lane	W. of Hwy 401 SB Ramps				21265	0.00	0.00	92.54	22281	0.00	0.00	92.70	22629	0.00	0.00	92.62
H-I	R3	9-S	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		13226	0.81	0.75	93.13	14745	0.75	0.76	92.88	17025	0.82	0.82	92.90	
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		11076	0.76	0.38	90.94	12791	0.81	0.40	91.30	14484	0.81	0.45	91.29	
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp		-7	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp		-7	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74
			5	Todd Lane	W. of Hwy 401 SB Ramps				21265	0.00	0.00	92.54	22281	0.00	0.00	92.70	22629	0.00	0.00	92.62
			6	401 NB Off Ramp	At Todd Lane/Cabana Rd			0	6875	0.72	0.36	84.88	7973	0.75	0.37	85.67	7877	0.89	0.45	86.13
			7	401 SB On Ramp	At Todd Lane/Cabana Rd			0	7896	0.21	0.10	79.15	8077	0.30	0.15	78.24	8737	0.30	0.15	78.24
H-I	R4	10-S	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		13226	0.81	0.75	93.13	14745	0.75	0.76	92.88	17025	0.82	0.82	92.90	
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		11076	0.76	0.38	90.94	12791	0.81	0.40	91.30	14484	0.81	0.45	91.29	
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp		-7	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp		-7	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74
			5	401 NB Off Ramp	At Todd Lane/Cabana Rd			-2	6875	0.72	0.36	84.88	7973	0.75	0.37	85.67	7877	0.89	0.45	86.13
			6	401 SB On Ramp	At Todd Lane/Cabana Rd			-2	7896	0.21	0.10	79.15	8077	0.30	0.15	78.24	8737	0.30	0.15	78.24

Alternative 2B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)
									(m)	(m)	(m)	(m)			
G-H	R5	5-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	114	111	NA	NA	1.524	6	0
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	130	127	NA	NA			
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp	100	A	73.5	70.5	68	65			
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	100	A	90.5	87.5	85	82			
			5	Lambton/Grand Marias Rd	W.of Connecting Ramp		50	R	30	18	30	18			
G-H	R6	6-S	1	S.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St	60	R	94	91	NA	NA	1.83	9	2
			2	N.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St	60	R	109	106	NA	NA			
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp	100	R	52.5	49.5	47	44			
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	100	R	70.5	67.5	65	62			
			5	Lambton/Grand Marias Rd	W.of Connecting Ramp		50	R	61	64	61	64			
H-I	R1	7-S	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	181	179	NA	NA	bungalow		
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	198	195	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	A	79.5	76.5	74	71			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	A	98.5	94.5	93	89			
			5	401 NB On Ramp	At Todd Lane/Cabana Rd		60	A	103.8	99.8	102	98			
			6	401 SB Off Ramp	At Todd Lane/Cabana Rd		60	A	65.8	61.8	64	60			
H-I	R2	8-S	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	368	365	NA	NA			
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	385	380	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	A	205.5	199.5	200	194			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	A	223.5	217.5	218	212			
			5	401 NB On Ramp	At Todd Lane/Cabana Rd		60	A	264.8	259.8	263	258			
			6	401 SB Off Ramp	At Todd Lane/Cabana Rd		60	A	152.8	144.8	151	143			
			7	Todd Lane	W. of Hwy 401 SB Ramps		50	R	47	25	47	25			
H-I	R3	9-S	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	A	380	366	NA	NA			
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	A	399	379	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	A	217.5	201.5	212	196			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	A	234.5	219.5	229	214			
			5	Todd Lane	W. of Hwy 401 SB Ramps		50	A	38	27	38	27			
			6	401 NB Off Ramp	At Todd Lane/Cabana Rd		60	A	277.8	262.8	276	261			
			7	401 SB On Ramp	At Todd Lane/Cabana Rd		60	A	142.8	127.8	141	126			
H-I	R4	10-S	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	A	273	269	NA	NA			
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	A	285	281	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	A	186.5	181.5	181	176			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	A	204.5	199.5	199	194			
			5	401 NB Off Ramp	At Todd Lane/Cabana Rd		60	A	219.8	216.8	218	215			
			6	401 SB On Ramp	At Todd Lane/Cabana Rd		60	A	159.8	153.8	158	152			

Alternative 2B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
I-J	R1	11-S	1	S.Service Rd (Talbot)	Huron Church Line	St Clair College		7682	0.00	0.00	91.12	7897	0.00	0.00	91.38	8548	0.00	0.00	91.40
			2	N.Service Rd (Talbot)	Huron Church Line	St Clair College		6414	0.09	0.04	91.02	6864	0.13	0.06	90.78	7245	0.12	0.06	90.63
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
I-J	R2_1	12-S	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr		6404	0.00	0.00	93.38	7016	0.00	0.00	93.56	6843	0.00	0.00	93.69
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr		9895	0.07	0.03	88.49	10440	0.08	0.04	88.64	10857	0.08	0.04	88.67
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	W.Talbot Rd			13598	0.00	0.00	93.35	15167	0.15	0.08	93.45	16481	0.20	0.10	93.46
I-J	R2_2	12-S	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr		6404	0.00	0.00	93.38	7016	0.00	0.00	93.56	6843	0.00	0.00	93.69
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr		9895	0.07	0.03	88.49	10440	0.08	0.04	88.64	10857	0.08	0.04	88.67
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	W.Talbot Rd			13598	0.00	0.00	93.35	15167	0.15	0.08	93.45	16481	0.20	0.10	93.46
J-K	R1_1	13-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	W.Talbot Rd			13598	0.00	0.00	93.35	15167	0.15	0.08	93.45	16481	0.20	0.10	93.46
J-K	R1_2	13-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	W.Talbot Rd			13598	0.00	0.00	93.35	15167	0.15	0.08	93.45	16481	0.20	0.10	93.46
J-K	R2_1	14-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-6	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-6	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54

Alternative 2B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)
									(m)	(m)	(m)	(m)			
I-J	R1	11-S	1	S.Service Rd (Talbot)	Huron Church Line	St Clair College	60	A	158	161	NA	NA			
			2	N.Service Rd (Talbot)	Huron Church Line	St Clair College	60	A	175	178	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	115.5	118.5	110	113			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	133.5	136.5	128	131			
I-J	R2_1	12-S	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	236.5	229.5	233	226			
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	252.5	245.5	249	242			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	193.5	186.5	188	181			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	211.5	205.5	206	200			
			5	Cousineau Dr	W.Talbot Rd		50	A	33	21	33	21			
I-J	R2_2	12-S	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	221	214	NA	NA			
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	237	230	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	177.5	171.5	172	166			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	195.5	189.5	190	184			
			5	Cousineau Dr	W.Talbot Rd		50	A	33	21	33	21			
J-K	R1_1	13-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	117.5	114.5	114	111			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	133.5	130.5	130	127			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	R	74.5	71.5	69	66			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	92.5	89.5	87	84			
			5	Cousineau Dr	W.Talbot Rd		50	R	41	35	41	35			
J-K	R1_2	13-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	78	75	NA	NA			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	94	91	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	R	35.5	32.5	30	27			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	53.5	50.5	48	45			
			5	Cousineau Dr	W.Talbot Rd		50	R	41	35	41	35			
J-K	R2_1	14-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	137.5	141.5	134	138			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	153.5	157.5	150	154			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	94.5	98.5	89	93			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	113.5	116.5	108	111			

Alternative 2B			Road Segment					2015				2025				2035				
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	
J-K	R2_2	14-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87	
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34	
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-6	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35	
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-6	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54	
J-K	R3	15-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87	
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34	
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	-6	20121	3.74	30.25	83.25	25374	4.11	34.53	82.81	29133	4.41	37.85	81.79	
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-6	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54	
			5	Howard Ave	W. of Hwy 401 SB On-Ramp			27252	1.31	0.66	93.37	30282	1.31	0.65	93.33	33655	1.31	0.66	93.26	
			6	401 SB Off Ramp	Howard Ave			0	3146	0.71	0.36	86.64	3457	0.76	0.60	86.57	3755	0.74	0.59	86.46
K-L	R1	16-S	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		13247	1.40	0.70	92.21	14899	1.41	0.70	92.12	16234	1.43	0.72	92.11	
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		15176	1.28	0.64	91.94	16424	1.30	0.65	92.13	17869	1.33	0.67	92.44	
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	-4	20121	3.74	30.25	83.25	25374	4.11	34.53	82.81	29133	4.41	37.85	81.79	
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	-4	7731	4.23	31.67	88.59	12076	4.56	35.04	84.31	13738	4.78	37.38	82.49	
			5	401NB On Ramp	Hwy 3 Merge/Split			-4	9736	1.32	0.66	88.22	9748	1.33	0.66	87.96	10103	1.37	0.68	87.70
			6	Howard	W. of Hwy 401 SB On-Ramp			27252	1.31	0.66	93.37	30282	1.31	0.65	93.33	33655	1.31	0.66	93.26	
			7	401 NB off Ramp	Hwy 3 Merge/Split			0	11467	1.58	4.55	83.90	12564	1.66	5.55	84.17	14074	1.76	6.81	84.79
L-M	R1	17-S	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	0	19958	3.44	23.96	82.99	24670	3.54	24.56	82.89	27671	3.72	26.33	82.25	
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	0	21565	3.99	32.65	82.70	27043	4.23	35.27	82.25	31056	4.46	37.84	82.16	

Alternative 2B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
									(m)	(m)	(m)	(m)	(m)	(m)	(m)
J-K	R2_2	14-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	75	78	NA	NA			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	88	92	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	31.5	34.5	26	29			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	49.5	52.5	44	47			
J-K	R3	15-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	215	218	NA	NA	bungalow		
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	230	233	NA	NA			
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	100	A	126.5	129.5	121	124			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	144.5	147.5	139	142			
			5	Howard Ave	W. of Hwy 401 SB On-Ramp		60	A	54	57	54	57			
			6	401 SB Off Ramp	Howard Ave		60	A	58.8	61.8	57	60			
K-L	R1	16-S	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	R	246	227	NA	NA			
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	R	263	244	NA	NA			
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	100	R	99.5	81.5	94	76			
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	100	R	117.5	100.5	112	95			
			5	401NB On Ramp	Hwy 3 Merge/Split		60	R	136.8	118.8	135	117			
			6	Howard	W. of Hwy 401 SB On-Ramp		60	R	121	119	121	119			
			7	401 NB off Ramp	Hwy 3 Merge/Split		60	R	252.8	233.8	251	232			
L-M	R1	17-S	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	100	A	122	125	122	125			
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	100	A	107	110	107	110			

Alternative 2B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
Receptors on the North Side																			
GH	R1-A	1A-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-9	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07
			5	401 SB On Ramp	At Huron Church Rd		-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			6	401 NB Off Ramp	At Huron Church Rd		-9	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			7	Labelle St	E. of HC Road			5472	0.00	0.00	89.82	5943	0.00	0.00	89.32	6231	0.00	0.00	89.17
GH	R1	1-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	-9	7274	5.33	48.43	77.70	9431	5.71	52.96	74.38	11213	5.96	55.97	73.07
			5	401 SB On Ramp	At Huron Church Rd		-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
			6	401 NB Off Ramp	At Huron Church Rd		-9	15244	1.40	0.70	90.81	17534	1.45	0.72	90.59	18589	1.45	0.73	90.23
			7	Labelle St	E. of HC Road			5472	0.00	0.00	89.82	5943	0.00	0.00	89.32	6231	0.00	0.00	89.17
GH	R2-A	2A-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	-9	22373	2.60	15.45	87.24	26683	2.81	17.76	85.85	29403	2.97	19.64	84.80
			5	401 SB On Ramp	At Huron Church Rd		-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
GH	R2	2-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		7377	1.21	0.60	92.62	8762	1.44	0.72	91.74	9720	1.44	0.72	91.89
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		9600	0.77	0.39	88.94	10251	0.87	0.43	89.06	10516	0.90	0.45	89.16
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	-9	13766	5.48	50.93	82.45	19308	5.87	55.52	79.26	23011	6.15	58.86	78.47
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	-9	22373	2.60	15.45	87.24	26683	2.81	17.76	85.85	29403	2.97	19.64	84.80
			5	401 SB On Ramp	At Huron Church Rd		-5	15712	1.66	6.47	84.48	17621	1.80	7.87	85.37	18987	1.80	7.91	85.55
GH	R3	3-N	1	S.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		6730	0.37	0.19	92.49	8072	0.41	0.21	92.19	8380	0.43	0.22	92.01
			2	N.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		8208	1.11	0.55	90.15	8577	1.18	0.59	90.05	8947	0.99	0.49	90.04
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp	-12	29083	3.18	24.12	84.00	36031	3.48	27.69	83.22	40739	3.72	30.30	82.53
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	-12	22373	2.60	15.45	87.24	26683	2.81	17.76	85.85	29403	2.97	19.64	84.80
H-I	R1	4-N	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		7395	0.45	0.23	92.42	8686	0.48	0.24	92.23	9494	0.48	0.24	92.29
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		8186	1.24	0.62	90.73	8811	1.25	0.62	90.92	9368	1.26	0.63	90.95
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	-7	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	-7	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74
			5	401NB On Ramp	At Todd Lane/Cabana Rd			11458	0.67	0.33	86.03	12703	0.71	0.35	86.48	13317	0.73	0.42	86.71
			6	401SB Off Ramp	At Todd Lane/Cabana Rd			13410	0.70	0.84	82.10	14847	0.72	1.00	80.95	16154	0.72	1.00	80.95
			7	Cabana Rd	E. of HC Road			14642	0.00	0.00	91.81	16187	0.00	0.00	91.74	18077	0.00	0.00	91.78

Alternative 2B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)
									(m)	(m)	(m)	(m)			
Receptors on the North Side															
GH	R1-A	1A-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	60	57	NA	NA	2.43	4	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	47	44	NA	NA			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	139.5	133.5	134	128			
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	R	120.5	115.5	115	110			
			5	401 SB On Ramp	At Huron Church Rd		60	R	161.8	155.8	160	154			
			6	401 NB Off Ramp	At Huron Church Rd		60	R	108.8	98.8	107	97			
			7	Labelle St	E. of HC Road		50	A	71	79	71	79			
GH	R1	1-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	60	57	NA	NA	2.43	4	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	47	45	NA	NA			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	120.5	116.5	115	111			
			4	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	100	R	102.5	98.5	97	93			
			5	401 SB On Ramp	At Huron Church Rd		60	R	142.8	136.8	141	135			
			6	401 NB Off Ramp	At Huron Church Rd		60	R	89.8	81.8	88	80			
			7	Labelle St	E. of HC Road		50	A	71	79	71	79			
GH	R2-A	2A-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	67	64	NA	NA	2.43	5	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	51	48	NA	NA			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	113.5	110.5	108	105			
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	100	R	95.5	92.5	90	87			
			5	401 SB On Ramp	At Huron Church Rd		60	R	120.8	118.8	119	117			
GH	R2	2-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	67	64	NA	NA	2.43	5	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp	60	A	51	48	NA	NA			
			3	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	100	R	110.5	107.5	105	102			
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	100	R	92.5	89.5	87	84			
			5	401 SB On Ramp	At Huron Church Rd		60	R	118.8	115.8	117	114			
GH	R3	3-N	1	S.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St	60	R	64	67	NA	NA	1.52	8	0
			2	N.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St	60	R	51	54	NA	NA			
			3	Hwy 401 SB	6. HC Rd/401 SB On Ramp	Todd/401 SB Off Ramp	100	R	109.5	112.5	104	107			
			4	Hwy 401 NB	5. Todd/401 NB On Ramp	HC Rd/401 NB On Ramp	100	R	91.5	94.5	86	89			
H-I	R1	4-N	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	87	79	NA	NA			
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd	60	A	71	63	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	A	237.5	234.5	232	229			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	A	220.5	216.5	215	211			
			5	401NB On Ramp	At Todd Lane/Cabana Rd		60	A	188.8	182.8	187	181			
			6	401SB Off Ramp	At Todd Lane/Cabana Rd		60	A	314.8	307.8	313	306			
			7	Cabana Rd	E. of HC Road		50	R	26	29	26	29			

Alternative 2B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
H-I	R2	5-N	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		13226	0.81	0.75	93.13	14745	0.75	0.76	92.88	17025	0.82	0.82	92.90
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		11076	0.76	0.38	90.94	12791	0.81	0.40	91.30	14484	0.81	0.45	91.29
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	-7	14880	3.93	31.88	87.09	20218	4.35	36.61	86.11	23531	4.67	40.26	84.71
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	-7	10510	3.63	22.02	91.37	13570	4.00	26.57	87.29	15706	4.27	30.11	84.74
			5	401NB Off Ramp	At Todd Lane/Cabana Rd			6875	0.72	0.36	84.88	7973	0.75	0.37	85.67	7877	0.89	0.45	86.13
			6	401SB On Ramp	At Todd Lane/Cabana Rd			7896	0.21	0.10	79.15	8077	0.30	0.15	78.24	8737	0.30	0.15	78.24
			7	Cabana Rd	E. of HC Road			14642	0.00	0.00	91.81	16187	0.00	0.00	91.74	18077	0.00	0.00	91.78
H-I	R3	6-N	1	S.Service Rd (Talbot)	Huron Church Line	St Clair College		7682	0.00	0.00	91.12	7897	0.00	0.00	91.38	8548	0.00	0.00	91.40
			2	N.Service Rd (Talbot)	Huron Church Line	St Clair College		6414	0.09	0.04	91.02	6864	0.13	0.06	90.78	7245	0.12	0.06	90.63
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	401SB On Ramp (only 2A)	At Todd Lane/Cabana Rd		0	7896	0.21	0.10	79.15	8077	0.30	0.15	78.24	8737	0.30	0.15	78.24
I-J	R1_1	7-N	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr		6404	0.00	0.00	93.38	7016	0.00	0.00	93.56	6843	0.00	0.00	93.69
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr		9895	0.07	0.03	88.49	10440	0.08	0.04	88.64	10857	0.08	0.04	88.67
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	E. of Talbot Road			10698	0.00	0.00	92.16	11220	0.00	0.00	92.60	12229	0.00	0.00	92.73
I-J	R1_2	7-N	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr		6404	0.00	0.00	93.38	7016	0.00	0.00	93.56	6843	0.00	0.00	93.69
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr		9895	0.07	0.03	88.49	10440	0.08	0.04	88.64	10857	0.08	0.04	88.67
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	E. of Talbot Road			10698	0.00	0.00	92.16	11220	0.00	0.00	92.60	12229	0.00	0.00	92.73
J-K	R1_1	8-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-6	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-6	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	E. of Talbot Road			10698	0.00	0.00	92.16	11220	0.00	0.00	92.60	12229	0.00	0.00	92.73
J-K	R1_2	8-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-6	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-6	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Cousineau Dr	E. of Talbot Road			10698	0.00	0.00	92.16	11220	0.00	0.00	92.60	12229	0.00	0.00	92.73
J-K	R2_1	9-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54

Alternative 2B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)
									(m)	(m)	(m)	(m)			
H-I	R2	5-N	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	R	32	35	NA	NA			
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line	60	R	16	19	NA	NA			
			3	Hwy 401 SB	5. Todd/401 SB Off Ramp	Todd/401 SB On Ramp	100	R	172.5	175.5	167	170			
			4	Hwy 401 NB	4. Todd/401 NB Off Ramp	Todd/401 NB On Ramp	100	R	155.5	158.5	150	153			
			5	401NB Off Ramp	At Todd Lane/Cabana Rd		60	R	134.8	137.8	133	136			
			6	401SB On Ramp	At Todd Lane/Cabana Rd		60	R	228.8	231.8	227	230			
			7	Cabana Rd	E. of HC Road		50	R	36	23	36	23			
H-I	R3	6-N	1	S.Service Rd (Talbot)	Huron Church Line	St Clair College	60	R	82	85	NA	NA			
			2	N.Service Rd (Talbot)	Huron Church Line	St Clair College	60	R	64	67	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	R	122.5	125.5	117	120			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	105.5	108.5	100	103			
			5	401SB On Ramp (only 2A)	At Todd Lane/Cabana Rd		60	R	131.8	134.8	130	133			
I-J	R1_1	7-N	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	144.5	147.5	141	144			
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	128.5	131.5	125	128			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	186.5	189.5	181	184			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	169.5	172.5	164	167			
			5	Cousineau Dr	E. of Talbot Road		50	A	166	162	166	162			
I-J	R1_2	7-N	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	180	183	NA	NA			
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr	60	A	167	170	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	225.5	228.5	220	223			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	207.5	210.5	202	205			
			5	Cousineau Dr	E. of Talbot Road		50	A	166	162	166	162			
J-K	R1_1	8-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	80.5	66.5	77	63			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	57.5	43.5	54	40			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	R	116.5	102.5	111	97			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	98.5	84.5	93	79			
			5	Cousineau Dr	E. of Talbot Road		50	R	15	18	15	18			
J-K	R1_2	8-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	128	113	NA	NA			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	R	113	98	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	R	171.5	156.5	166	151			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	153.5	138.5	148	133			
			5	Cousineau Dr	E. of Talbot Road		50	R	15	18	15	18			
J-K	R2_1	9-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	293.5	274.5	290	271			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	278.5	258.5	275	255			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	337.5	318.5	332	313			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	319.5	300.5	314	295			

Alternative 2B			Road Segment					2015				2025				2035			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)
J-K	R2_2	9-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	-7	23313	3.38	26.69	83.65	28889	3.76	30.93	83.21	32962	4.05	34.17	82.35
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
J-K	R3_1	10-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	-7	20121	3.74	30.25	83.25	25374	4.11	34.53	82.81	29133	4.41	37.85	81.79
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Hwy 401 SB Off Ramp	Howard Ave		0	3146	0.71	0.36	86.64	3457	0.76	0.60	86.57	3755	0.74	0.59	86.46
			6	Howard Ave	E. of Talbot Rd			18691	1.15	0.58	92.98	20282	1.18	0.63	92.84	21497	1.19	0.64	92.73
J-K	R3_2	10-N	1	S.Service Rd (Talbot Rd)	Cousineau Dr	Howard		5472	0.00	0.00	92.29	6166	0.04	0.02	92.37	6141	0.04	0.02	92.87
			2	N.Service Rd (Talbot Rd)	Cousineau Dr	Howard		9831	0.14	0.07	90.93	10484	0.29	0.15	91.20	10911	0.42	0.21	91.34
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	-7	20121	3.74	30.25	83.25	25374	4.11	34.53	82.81	29133	4.41	37.85	81.79
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	-7	17735	3.29	21.11	86.65	21980	3.56	24.05	84.80	24030	3.77	26.52	83.54
			5	Hwy 401 SB Off Ramp	Howard Ave		0	3146	0.71	0.36	86.64	3457	0.76	0.60	86.57	3755	0.74	0.59	86.46
			6	Howard Ave	E. of Talbot Rd			18691	1.15	0.58	92.98	20282	1.18	0.63	92.84	21497	1.19	0.64	92.73
K-L	R1	11-N	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		13247	1.40	0.70	92.21	14899	1.41	0.70	92.12	16234	1.43	0.72	92.11
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		15176	1.28	0.64	91.94	16424	1.30	0.65	92.13	17869	1.33	0.67	92.44
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	-4	20121	3.74	30.25	83.25	25374	4.11	34.53	82.81	29133	4.41	37.85	81.79
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	-4	7731	4.23	31.67	88.59	12076	4.56	35.04	84.31	13738	4.78	37.38	82.49
			5	Howard Ave	E. of Talbot Rd			18691	1.15	0.58	92.98	20282	1.18	0.63	92.84	21497	1.19	0.64	92.73
			6	401 NB Off Ramp	Hwy 3 merge/split		0	11467	1.58	4.55	83.90	12564	1.66	5.55	84.17	14074	1.76	6.81	84.79
			7	401 NB On Ramp	Hwy 3 merge/split		-4	9736	1.32	0.66	88.22	9748	1.33	0.66	87.96	10103	1.37	0.68	87.70
K-L	R2	12-N	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		13247	1.40	0.70	92.21	14899	1.41	0.70	92.12	16234	1.43	0.72	92.11
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split		15176	1.28	0.64	91.94	16424	1.30	0.65	92.13	17869	1.33	0.67	92.44
			3	Hwy 401 SB	2. Hwy 3/401 SB Off Ramp	Hwy 3/401 SB On Ramp	0	9149	3.79	31.56	89.13	14014	4.15	35.48	86.57	16990	4.45	38.66	84.48
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	0	7731	4.23	31.67	88.59	12076	4.56	35.04	84.31	13738	4.78	37.38	82.49
			5	401 SB Off Ramp	Hwy 3 merge/split		0	9952	1.22	0.61	80.39	10144	1.27	0.64	80.72	10701	1.27	0.64	80.72
			6	401 NB Off Ramp	Hwy 3 merge/split		6	11467	1.58	4.55	83.90	12564	1.66	5.55	84.17	14074	1.76	6.81	84.79
			7	401 NB On Ramp	Hwy 3 merge/split		2	9736	1.32	0.66	88.22	9748	1.33	0.66	87.96	10103	1.37	0.68	87.70
			8	401 SB On Ramp	Hwy 3 merge/split		0	10350	1.66	4.42	81.96	11816	1.71	6.00	81.55	13164	1.71	6.00	81.55
L-M	R1	13-N	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	0	19958	3.44	23.96	82.99	24670	3.54	24.56	82.89	27671	3.72	26.33	82.25
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	0	21565	3.99	32.65	82.70	27043	4.23	35.27	82.25	31056	4.46	37.84	82.16

Alternative 2B			Road Segment				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To			Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)
									(m)	(m)	(m)	(m)			
J-K	R2_2	9-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	353	335	NA	NA			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave	60	A	338	319	NA	NA			
			3	Hwy 401 SB	4. Todd/401 SB On Ramp	Howard/401 SB Off Ramp	100	A	395.5	376.5	390	371			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	A	378.5	359.5	373	354			
J-K	R3_1	10-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard	60	R	67.5	70.5	64	67	2.438	24	2.5
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard	60	R	52.5	54.5	49	51			
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	100	R	110.5	113.5	105	108			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	92.5	95.5	87	90			
			5	Hwy 401 SB Off Ramp	Howard Ave		60	R	119.8	122.8	118	121			
			6	Howard Ave	E. of Talbot Rd		60	R	173	165	173	165			
J-K	R3_2	10-N	1	S.Service Rd (Talbot Rd)	Cousineau Dr	Howard	60	R	75	78	NA	NA	2.438	24	2.5
			2	N.Service Rd (Talbot Rd)	Cousineau Dr	Howard	60	R	59	62	NA	NA			
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	100	R	123.5	126.5	118	121			
			4	Hwy 401 NB	3. Hwy 3/401 NB On Ramp	Todd/401 NB Off Ramp	100	R	106.5	109.5	101	104			
			5	Hwy 401 SB Off Ramp	Howard Ave		60	R	131.8	135.8	130	134			
			6	Howard Ave	E. of Talbot Rd		60	R	173	165	173	165			
K-L	R1	11-N	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	R	63	66	NA	NA	3.048	13	0
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	R	45	49	NA	NA			
			3	Hwy 401 SB	3. Howard/401 SB Off Ramp	Hwy 3/401 SB Off Ramp	100	R	173.5	176.5	168	171			
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	100	R	154.5	158.5	149	153			
			5	Howard Ave	E. of Talbot Rd		60	R	131	134	131	134			
			6	401 NB Off Ramp	Hwy 3 merge/split		60	R	46.8	49.8	45	48			
			7	401 NB On Ramp	Hwy 3 merge/split		60	R	149.8	152.8	148	151			
K-L	R2	12-N	1	S.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	R	64	67	NA	NA	3.048	9	0
			2	N.Service Rd (Talbot Rd)	Howard Ave	Highway 3 split	60	A	29	32	NA	NA			
			3	Hwy 401 SB	2. Hwy 3/401 SB Off Ramp	Hwy 3/401 SB On Ramp	100	R	199.5	202.5	194	197			
			4	Hwy 401 NB	2. Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	100	R	182.5	185.5	177	180			
			5	401 SB Off Ramp	Hwy 3 merge/split		60	R	205.8	208.8	204	207			
			6	401 NB Off Ramp	Hwy 3 merge/split		60	R	127.8	130.8	126	129			
			7	401 NB On Ramp	Hwy 3 merge/split		60	R	64.8	67.8	63	66			
			8	401 SB On Ramp	Hwy 3 merge/split		60	R	275.8	278.8	274	277			
L-M	R1	13-N	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	100	A	76	79	76	79	3.048	15	0
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	100	A	60	63	60	63			

Alternative 3			Road Segment				2015				2025				2035				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier					
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck			% traffic split in Daytime (16hr)	Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)		
																					(m)	(m)	(m)	(m)	(m)	(m)	(m)			
Receptors on the South Side																														
GH	R1-A	1A-S	1	Spring Garden Rd	W. of Huron Church Rd			7802	0.00	0.00	93.90	8324	0.00	0.00	93.86	8503	0.00	0.00	94.11	50	R	31	17	31	17					
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	8	13841	5.61	52.14	82.55	18562	6.08	57.62	78.85	22034	6.32	60.58	77.67	100	A	238.5	241.5	233	236					
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	8	7336	5.47	49.81	77.29	9512	5.85	54.27	74.02	11315	6.13	57.42	72.74	100	A	255.5	258.5	250	253					
			4	401 NB On Ramp-25	EC Row Expressway IC					2180	4.21	22.49	78.07	2522	4.09	23.48	78.86	3019	3.65	22.43	78.26	60	A	339.8	342.8	338	341			
			5	401 SB Off Ramp-26	EC Row Expressway IC					13755	1.69	6.11	84.14	16124	1.75	7.14	84.35	19059	1.77	7.08	83.48	60	A	196.8	199.8	195	198			
			6	Malden Rd	Chappus	401 S .Ramp		18101	2.69	1.35	91.97	19385	2.60	1.30	91.85	20708	2.56	1.28	91.82	60	R	54	57	54	57					
			7	401 NB On Ramp-22	Ojibway Pkwy IC					1491	2.40	16.48	72.16	1685	2.51	18.55	71.06	1802	2.59	19.94	70.33	50	A	338.8	341.8	337	340			
			8	EC Row EB	At Malden Rd			29881	1.52	3.71	92.18	34264	1.56	4.25	92.21	38618	1.56	4.25	91.93	100	A	379	382	379	382					
9	EC Row WB	At Malden Rd			23319	1.48	2.75	91.68	29307	1.48	3.02	91.16	35432	1.48	3.28	90.73	100	A	398	401	398	401								
GH	R1	1-S	1	Spring Garden Rd	W. of Huron Church Rd			7802	0.00	0.00	93.90	8324	0.00	0.00	93.86	8503	0.00	0.00	94.11	50	R	31	17	31	17					
			2	Hwy 401 SB	7. Malden/401 SB Off Ramp	HC Rd/401 SB On Ramp	8	13841	5.61	52.14	82.55	18562	6.08	57.62	78.85	22034	6.32	60.58	77.67	100	A	277.5	280.5	272	275					
			3	Hwy 401 NB	6. HC Rd/401 NB On Ramp	Malden/401 NB On Ramp	8	7336	5.47	49.81	77.29	9512	5.85	54.27	74.02	11315	6.13	57.42	72.74	100	A	295.5	298.5	290	293					
			4	EC Row EB	At Malden Rd			29881	1.52	3.71	92.18	34264	1.56	4.25	92.21	38618	1.56	4.25	91.93	100	A	379	382	379	382					
			5	EC Row WB	At Malden Rd			23319	1.48	2.75	91.68	29307	1.48	3.02	91.16	35432	1.48	3.28	90.73	100	A	398	401	398	401					
GH	R2-A	2A-S	1	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	497.5	500.5	494	497					
			2	401 NB On Ramp-22	Ojibway Pkwy IC					1491	2.40	16.48	72.16	1685	2.51	18.55	71.06	1802	2.59	19.94	70.33	50	A	140.8	143.8	139	142			
			3	EC Row EB	At Malden Rd			29881	1.52	3.71	92.18	34264	1.56	4.25	92.21	38618	1.56	4.25	91.93	100	A	356	359	356	359					
			4	EC Row WB	At Malden Rd			23319	1.48	2.75	91.68	29307	1.48	3.02	91.16	35432	1.48	3.28	90.73	100	A	377	380	377	380					
			5	401 SB On Ramp	At Huron Church					11483	2.27	10.48	79.76	10853	2.19	10.04	83.18	11289	2.39	12.21	83.85	60	A	386.8	354.8	385	353			
			6	Spring Garden	W. of Huron Church					7802	0.00	0.00	93.90	8324	0.00	0.00	93.86	8503	0.00	0.00	94.11	50	A	32	35	32	35			
GH	R2	2-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		11287	1.03	0.51	94.53	13261	0.99	0.49	93.51	13928	0.98	0.49	93.43	60	A	483	479	NA	NA					
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	496	492	NA	NA					
			3	EC Row EB	At Malden Rd			29881	1.52	3.71	92.18	34264	1.56	4.25	92.21	38618	1.56	4.25	91.93	100	A	321	312	321	312					
			4	EC Row WB	At Malden Rd			23319	1.48	2.75	91.68	29307	1.48	3.02	91.16	35432	1.48	3.28	90.73	100	A	340	332	340	332					
			5	401 SB On Ramp	At Huron Church					11483	2.27	10.48	79.76	10853	2.19	10.04	83.18	11289	2.39	12.21	83.85	60	A	395.8	389.8	394	388			
			6	401 NB Off Ramp	At Huron Church					9757	1.73	0.86	91.67	11320	1.78	0.89	90.70	12988	1.83	0.92	90.89	60	A	427.8	422.8	426	421			
			7	Spring Garden	Spring Garden	W. of Huron Church-		7802	0.00	0.00	93.90	8324	0.00	0.00	93.86	8503	0.00	0.00	94.11	50	A	32	21	32	21					

Alternative 3			Road Segment					2015				2025				2035				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
GH	R3-A	3A-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		11287	1.03	0.51	94.53	13261	0.99	0.49	93.51	13928	0.98	0.49	93.43	60	A	306	303	NA	NA			
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	322	319	NA	NA			
			3	EC Row EB	At Malden Rd			29881	1.52	3.71	92.18	34264	1.56	4.25	92.21	38618	1.56	4.25	91.93	100	A	425	428	425	428			
			4	EC Row WB	At Malden Rd			23319	1.48	2.75	91.68	29307	1.48	3.02	91.16	35432	1.48	3.28	90.73	100	A	448	451	448	451			
			5	Bethlehem (use Spring Garden traffic data)	Spring Garden	W. of Huron Church-		7802	0.00	0.00	93.90	8324	0.00	0.00	93.86	8503	0.00	0.00	94.11	50	A	37	17	37	17			
GH	R3	3-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		11287	1.03	0.51	94.53	13261	0.99	0.49	93.51	13928	0.98	0.49	93.43	60	A	306	303	NA	NA			
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	322	319	NA	NA			
			3	EC Row EB	At Malden Rd			29881	1.52	3.71	92.18	34264	1.56	4.25	92.21	38618	1.56	4.25	91.93	100	A	425	428	425	428			
			4	EC Row WB	At Malden Rd			23319	1.48	2.75	91.68	29307	1.48	3.02	91.16	35432	1.48	3.28	90.73	100	A	448	451	448	451			
			6	Bethlehem (use Spring Garden traffic data)	Spring Garden	W. of Huron Church-		7802	0.00	0.00	93.90	8324	0.00	0.00	93.86	8503	0.00	0.00	94.11	50	A	37	17	37	17			
GH	R4-A	4A-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		11287	1.03	0.51	94.53	13261	0.99	0.49	93.51	13928	0.98	0.49	93.43	60	A	178.5	181.5	173	176			
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	199.5	202.5	194	197			
			3	401 SB On Ramp	At Huron Church			11483	2.27	10.48	79.76	10853	2.19	10.04	83.18	11289	2.39	12.21	83.85	60	R	62.8	45.8	61	44			
			4	401 NB Off Ramp	At Huron Church			9757	1.73	0.86	91.67	11320	1.78	0.89	90.70	12988	1.83	0.92	90.89	60	R	117.8	102.8	116	101			
			5	Lamont Ave	Spring Garden	W. of Huron Church		33978	0.93	0.46	92.83	39395	0.94	0.47	92.57	41648	0.96	0.48	92.48	50	R	41	16	41	16			
GH	R4	4-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		11287	1.03	0.51	94.53	13261	0.99	0.49	93.51	13928	0.98	0.49	93.43	60	A	178.5	181.5	173	176			
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	199.5	202.5	194	197			
			3	401 SB On Ramp	At Huron Church			11483	2.27	10.48	79.76	10853	2.19	10.04	83.18	11289	2.39	12.21	83.85	60	R	165.8	168.8	164	167 (0,90)			
			4	401 NB Off Ramp	At Huron Church			9757	1.73	0.86	91.67	11320	1.78	0.89	90.70	12988	1.83	0.92	90.89	60	R	195.8	198.8	194	197			
			5	Lamont Ave	Spring Garden	W. of Huron Church-		7802	0.00	0.00	93.90	8324	0.00	0.00	93.86	8503	0.00	0.00	94.11	50	R	41	16	41	16			

Alternative 3			Road Segment					2015				2025				2035				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)	
																							(m)	(m)	(m)	(m)	(m)	(m)	(m)
G-H	R5	5-S	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		11287	1.03	0.51	94.53	13261	0.99	0.49	93.51	13928	0.98	0.49	93.43	60	A	113.5	116.5	108	111	1.524	6	0	
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	135.5	138.5	130	133				
			3	Hwy 401 SB On Ramp	At Huron Church		-10	11483	2.27	10.48	79.76	10853	2.19	10.04	83.18	11289	2.39	12.21	83.85	60	A	94.5	97.5	89	92				
			4	Hwy 401 NB Off Ramp	At Huron Church		-10	9757	1.73	0.86	91.67	11320	1.78	0.89	90.70	12988	1.83	0.92	90.89	60	A	167.5	170.5	162	165				
			5	Lambton/Grand Marias Rd	W.of Connecting Ramp			6109	0.96	0.48	93.13	6001	1.00	0.50	93.17	5997	1.02	0.51	93.03	50	R	30	18	30	18				
G-H	R6	6-S	1	S.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		11989	0.86	0.43	94.13	14320	0.78	0.39	93.24	15346	0.77	0.38	93.09	60	R	98.5	95.5	93	90	1.83	9	2	
			2	N.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		10760	0.93	0.46	90.00	12557	0.98	0.49	90.73	13439	1.01	0.50	90.65	60	R	118.5	115.5	113	110				
			3	Lambton/Grand Marias Rd	W.of Connecting Ramp			6109	0.96	0.48	93.13	6001	1.00	0.50	93.17	5997	1.02	0.51	93.03	50	R	61	64	61	64				
H-I	R1	7-S	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		12726	0.92	0.46	93.87	15081	0.82	0.41	93.04	16161	0.80	0.40	92.89	60	A	170.5	180.5	165	175	bungalow			
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		10912	1.03	0.51	90.20	12763	1.07	0.53	90.87	13680	1.09	0.55	90.75	60	A	192.5	201.5	187	196				
H-I	R2	8-S	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		12726	0.92	0.46	93.87	15081	0.82	0.41	93.04	16161	0.80	0.40	92.89	60	A	107.5	133.5	102	128				
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		10912	1.03	0.51	90.20	12763	1.07	0.53	90.87	13680	1.09	0.55	90.75	60	A	129.5	111.5	124	106				
			3	Todd Lane	W. of HC Road			23454	0.00	0.00	93.63	23174	0.00	0.00	93.70	24106	0.00	0.00	93.72	50	R	31	47	31	47				
H-I	R3	9-S	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		11744	0.54	0.27	93.85	14453	0.48	0.24	93.11	15643	0.47	0.24	93.16	60	A	94.5	111.5	89	106				
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		10614	0.64	0.32	91.48	12281	0.67	0.33	92.07	12890	0.70	0.35	91.87	60	A	116.5	132.5	111	127				
			3	Todd Lane	W. of HC Road			23454	0.00	0.00	93.63	23174	0.00	0.00	93.70	24106	0.00	0.00	93.72	50	A	22	37	22	37				

Alternative 3			Road Segment					2015				2025				2035				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier			
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)			Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)	
																													(m)
H-I	R4	10-S	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		11744	0.54	0.27	93.85	14453	0.48	0.24	93.11	15643	0.47	0.24	93.16	60	A	243.5	240.5	238	235				
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		10614	0.64	0.32	91.48	12281	0.67	0.33	92.07	12890	0.70	0.35	91.87	60	A	263.5	260.5	258	255				
I-J	R1	11-S	1	S.Service Rd (Talbot)	Huron Church Line	St Clair College		13604	0.37	0.19	92.92	14107	0.42	0.21	92.66	14895	0.49	0.25	92.50	60	A	174.5	171.5	169	166				
			2	N.Service Rd (Talbot)	Huron Church Line	St Clair College		6839	0.52	0.26	92.14	6530	0.78	0.39	93.14	7121	0.84	0.42	92.26	60	A	195.5	192.5	190	187				
			3	Hwy 401 SB Off Ramp	At St. Clair College			6455	0.81	2.19	83.11	6331	0.86	2.72	81.92	6552	0.89	3.26	81.50	60	A	134.5	132.5	129	127				
			4	Hwy 401 NB On Ramp	At St. Clair College			4021	0.56	0.28	87.45	4728	0.52	0.26	85.30	5077	0.53	0.26	87.38	60	A	211.5	208.5	206	203				
I-J	R2	12-S	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr		7669	0.88	2.16	91.74	7704	0.90	2.56	91.38	8120	0.90	2.99	91.15	60	A	194.5	200.5	189	195				
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr		14243	0.58	0.29	89.34	14778	0.58	0.29	89.46	15512	0.54	0.27	89.49	60	A	221.5	227.5	216	222				
			3	Hwy 401 SB On Ramp	At St. Clair College			3835	0.34	0.17	87.92	4424	0.38	0.19	86.88	4893	0.44	0.22	86.04	60	A	206.5	243.5	201	238				
			4	Hwy 401 NB Off Ramp	At St. Clair College			6260	0.44	0.22	83.00	6414	0.60	0.30	83.49	6745	0.70	0.35	83.68	60	A	230.5	237.5	225	232				
			5	Cousineau Dr	W.Talbot Rd		19056	0.14	0.07	93.34	20624	0.36	0.18	93.32	22565	0.35	0.18	93.30	50	A	33	21	33	21					
J-K	R1	13-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5582	1.39	3.43	90.52	5242	1.36	3.91	90.04	5360	1.33	4.41	89.97	60	R	57.5	60.5	54	57				
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		6432	0.98	0.49	91.48	7085	0.95	0.47	91.54	7625	0.88	0.44	91.51	60	R	79.5	82.5	76	79				
			3	Hwy 401 SB On Ramp	At St. Clair College			3835	0.34	0.17	87.92	4424	0.38	0.19	86.88	4893	0.44	0.22	86.04	60	R	22.5	25.5	17	20				
			4	Hwy 401 NB Off Ramp	At St. Clair College			6260	0.44	0.22	83.00	6414	0.60	0.30	83.49	6745	0.70	0.35	83.68	60	R	102.5	105.5	97	100				
			5	Cousineau Dr	W.Talbot Rd		19056	0.14	0.07	93.34	20624	0.36	0.18	93.32	22565	0.35	0.18	93.30	50	R	41	35	41	35					
J-K	R2	14-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5582	1.39	3.43	90.52	5242	1.36	3.91	90.04	5360	1.33	4.41	89.97	60	A	53.5	56.5	50	53				
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		6432	0.98	0.49	91.48	7085	0.95	0.47	91.54	7625	0.88	0.44	91.51	60	A	73.5	76.5	70	73				
J-K	R3	15-S	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5582	1.39	3.43	90.52	5242	1.36	3.91	90.04	5360	1.33	4.41	89.97	60	A	215	218	57	60	bungalow			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		6432	0.98	0.49	91.48	7085	0.95	0.47	91.54	7625	0.88	0.44	91.51	60	A	230	233	228	225				
			3	Howard Ave	W. of Hwy 401 SB On-Ramp			22214	1.47	0.73	93.31	25322	1.43	0.71	93.28	27527	1.45	0.72	93.29	60	A	54	57	54	57				
K-L	R1	16-S	1	S.Service Rd (Talbot Rd)	S. of Howard Ave			12505	1.34	0.67	92.22	13903	1.32	0.66	92.12	14939	1.36	0.68	92.17	60	R	246	227	NA	NA				
			2	N.Service Rd (Talbot Rd)	S. of Howard Ave			13491	1.38	0.69	93.25	14875	1.32	0.66	93.38	15866	1.36	0.68	93.31	60	R	263	244	NA	NA				
			3	Hwy 401 SB	St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp		22105	3.84	30.85	82.58	26452	4.21	35.16	82.61	30276	4.49	38.24	82.02	100	R	99.5	81.5	94	76				
			4	Hwy 401 NB	Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp		10106	4.59	37.40	80.91	12984	4.77	38.43	79.68	16139	5.02	40.89	78.22	100	R	117.5	100.5	112	95				
			5	401NB On Ramp	Hwy 3 Merge/Split			-4	9225	1.27	0.63	87.90	9408	1.25	0.63	87.90	9811	1.29	0.65	87.97	60	R	136.8	118.8	135	117			
			6	Howard	W. of Hwy 401 SB On-Ramp			22214	1.47	0.73	93.31	25322	1.43	0.71	93.28	27527	1.45	0.72	93.29	60	R	121	119	121	119				
			7	401 NB off Ramp	Hwy 3 Merge/Split			0	9808	1.59	4.42	86.74	11216	1.68	5.43	87.15	12186	1.78	6.60	87.08	60	R	252.8	233.8	251	232			
L-M	R1	17-S	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	0	19936	3.39	23.59	83.03	24636	3.47	24.07	82.93	27604	3.66	25.68	82.36	100	A	122	125	122	125				
			2	Hwy 401 SB	1. Hwy 3/401 SB On Ramp	S. of Hwy 3 merge/split	0	21550	3.97	32.36	82.68	26971	4.16	34.51	82.28	30963	4.40	37.10	82.21	100	A	107	110	107	110				

Alternative 3			Road Segment					2015				2025				2035				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)			Day	Night	Day	Night	Barrier Height (m)	Barrier to Receiver Distances (m)	Barrier base elevation (a berm) (m)
Receptors on the North Side																												
GH	R1-A	1A-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		11287	1.03	0.51	94.53	13261	0.99	0.49	93.51	13928	0.98	0.49	93.43	60	A	57.5	60.5	52	55	2.43	4	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	36.5	39.5	31	34			
			3	Labelle St	E. of HC Road			6585	0.00	0.00	91.29	6760	0.00	0.00	91.10	6594	0.00	0.00	91.03	50	A	71	79	71	79			
GH	R1	1-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		11287	1.03	0.51	94.53	13261	0.99	0.49	93.51	13928	0.98	0.49	93.43	60	A	57.5	60.5	52	55	2.43	4	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	36.5	39.5	31	34			
			3	Labelle St	E. of HC Road			6585	0.00	0.00	91.29	6760	0.00	0.00	91.10	6594	0.00	0.00	91.03	50	A	71	79	71	79			
GH	R2-A	2A-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		11287	1.03	0.51	94.53	13261	0.99	0.49	93.51	13928	0.98	0.49	93.43	60	A	64.5	67.5	59	62	2.43	5	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	43.5	46.5	38	41			
			3	Hwy 401 SB On Ramp	At Huron Church Rd			11483	2.27	10.48	79.76	10853	2.19	10.04	83.18	11289	2.39	12.21	83.85	60	R	76.5	79.5	71	74			
			4	Hwy 401 NB Off Ramp	At Huron Church Rd			9757	1.73	0.86	91.67	11320	1.78	0.89	90.70	12988	1.83	0.92	90.89	60	A	30.5	35.5	25	30			
GH	R2	2-N	1	S.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		11287	1.03	0.51	94.53	13261	0.99	0.49	93.51	13928	0.98	0.49	93.43	60	A	64.5	67.5	59	62	2.43	5	2
			2	N.Service Rd (HC Rd)	Spring Gdn Rd/Labelle St	Lambton St/Grand Marais Rd Ramp		22690	0.88	0.44	91.99	26134	0.92	0.46	92.09	27720	0.95	0.47	92.00	60	A	43.5	46.5	38	41			
			3	401 NB Off Ramp	At Huron Church Rd			9757	1.73	0.86	91.67	11320	1.78	0.89	90.70	12988	1.83	0.92	90.89	60	A	118.8	115.8	117	114			
GH	R3	3-N	1	S.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		11989	0.86	0.43	94.13	14320	0.78	0.39	93.24	15346	0.77	0.38	93.09	60	R	72.5	91.5	67	86	1.52	8	0
			2	N.Service Rd (HC Rd)	Lambton St/Grand Marais Rd Ramp	Pulford St		10760	0.93	0.46	90.00	12557	0.98	0.49	90.73	13439	1.01	0.50	90.65	60	R	51.5	71	46	65.5			
H-I	R1	4-N	1	S.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		12726	0.92	0.46	93.87	15081	0.82	0.41	93.04	16161	0.80	0.40	92.89	60	A	129.5	135.5	124	130			
			2	N.Service Rd (HC Rd)	Pulford St	Todd Ln/Cabana Rd		10912	1.03	0.51	90.20	12763	1.07	0.53	90.87	13680	1.09	0.55	90.75	60	A	108.5	113.5	103	108			
			3	Cabana Rd	E. of HC Road			18937	0.00	0.00	93.03	18586	0.00	0.00	93.02	20169	0.00	0.00	93.03	50	R	26	29	26	29			
H-I	R2	5-N	1	S.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		11744	0.54	0.27	93.85	14453	0.48	0.24	93.11	15643	0.47	0.24	93.16	60	R	86.5	103.5	81	98			
			2	N.Service Rd (HC Rd)	Todd Ln/Cabana Rd	Huron Church Line		10614	0.64	0.32	91.48	12281	0.67	0.33	92.07	12890	0.70	0.35	91.87	60	R	64.5	82.5	59	77			
			3	Cabana Rd	E. of HC Road			18937	0.00	0.00	93.03	18586	0.00	0.00	93.02	20169	0.00	0.00	93.03	50	R	36	23	36	23			
H-I	R3	6-N	1	S.Service Rd (Talbot)	Huron Church Line	St Clair College		13604	0.37	0.19	92.92	14107	0.42	0.21	92.66	14895	0.49	0.25	92.50	60	R	81.5	84.5	76	79			
			2	N.Service Rd (Talbot)	Huron Church Line	St Clair College		6839	0.52	0.26	92.14	6530	0.78	0.39	93.14	7121	0.84	0.42	92.26	60	R	61.5	64.5	56	59			
I-J	R1	7-N	1	S.Service Rd (Talbot)	St Clair College	Cousineau Dr		7669	0.88	2.16	91.74	7704	0.90	2.56	91.38	8120	0.90	2.99	91.15	60	A	206.5	209.5	201	204			
			2	N.Service Rd (Talbot)	St Clair College	Cousineau Dr		14243	0.58	0.29	89.34	14778	0.58	0.29	89.46	15512	0.54	0.27	89.49	60	A	185.5	188.5	180	183			
			3	Cousineau Dr	E. of Talbot Road			13667	0.00	0.00	92.31	13576	0.00	0.00	92.07	14479	0.00	0.00	92.07	50	A	166	162	166	162			

Alternative 3			Road Segment					2015				2025				2035				Speed Limit (km/h)	Intermediate surface Condition	Distances to the Middle of Roadway		Distances to the Edge of Roadway; except for the side roads		Existing Barrier		
Route Section	STAMSON ID	Map ID	Segment Number	Location	From	To	Hwy 401 Elevation (m)	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)			Day	Night	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
																						(m)	(m)	(m)	(m)	(m)	(m)	(m)
J-K	R1	8-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5582	1.39	3.43	90.52	5242	1.36	3.91	90.04	5360	1.33	4.41	89.97	60	R	146.5	149.5	141	144			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		6432	0.98	0.49	91.48	7085	0.95	0.47	91.54	7625	0.88	0.44	91.51	60	R	125.5	128.5	120	123			
			3	Cousineau Dr	E. of Talbot Road			13667	0.00	0.00	92.31	13576	0.00	0.00	92.07	14479	0.00	0.00	92.07	50	R	15	18	15	18			
J-K	R2	9-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard Ave		5582	1.39	3.43	90.52	5242	1.36	3.91	90.04	5360	1.33	4.41	89.97	60	A	372.5	375.5	367	370			
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard Ave		6432	0.98	0.49	91.48	7085	0.95	0.47	91.54	7625	0.88	0.44	91.51	60	A	350.5	354.5	345	349			
J-K	R3	10-N	1	S.Service Rd (Talbot)	Cousineau Dr	Howard		5582	1.39	3.43	90.52	5242	1.36	3.91	90.04	5360	1.33	4.41	89.97	60	R	109.5	112.5	104	107	2.438	24	2.5
			2	N.Service Rd (Talbot)	Cousineau Dr	Howard		6432	0.98	0.49	91.48	7085	0.95	0.47	91.54	7625	0.88	0.44	91.51	60	R	75.5	79.5	70	74			
			3	Howard Ave	E. of Talbot Rd			17136	1.16	0.58	93.36	18441	1.20	0.60	93.32	20022	1.21	0.60	93.36	60	R	173	165	173	165			
K-L	R1	11-N	1	S.Service Rd (Talbot Rd)	S. of Howard Ave			12505	1.34	0.67	92.22	13903	1.32	0.66	92.12	14939	1.36	0.68	92.17	60	R	63	66	NA	NA	3.048	13	0
			2	N.Service Rd (Talbot Rd)	S. of Howard Ave			13491	1.38	0.69	93.25	14875	1.32	0.66	93.38	15866	1.36	0.68	93.31	60	R	45	49	NA	NA			
			3	Hwy 401 SB	St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	-4	22105	3.84	30.85	82.58	26452	4.21	35.16	82.61	30276	4.49	38.24	82.02	100	R	173.5	176.5	168	171			
			4	Hwy 401 NB	Hwy 3/401 NB On Ramp	St. Clair/401 NB Off Ramp	-4	19359	3.42	23.35	83.51	22414	3.68	25.88	82.50	25909	3.91	28.36	81.42	100	R	154.5	158.5	149	153			
			5	Howard Ave	E. of Talbot Rd			17136	1.16	0.58	93.36	18441	1.20	0.60	93.32	20022	1.21	0.60	93.36	60	R	131	134	131	134			
			6	401 NB Off Ramp	Hwy 3 merge/split			9808	1.59	4.42	86.74	11216	1.68	5.43	87.15	12186	1.78	6.60	87.08	60	R	46.8	49.8	45	48			
			7	401 NB On Ramp	Hwy 3 merge/split			9225	1.27	0.63	87.90	9408	1.25	0.63	87.90	9811	1.29	0.65	87.97	60	R	149.8	152.8	148	151			
K-L	R2	12-N	1	S.Service Rd (Talbot Rd)	S. of Howard Ave			12505	1.34	0.67	92.22	13903	1.32	0.66	92.12	14939	1.36	0.68	92.17	60	R	64	67	NA	NA	3.048	9	0
			2	N.Service Rd (Talbot Rd)	S. of Howard Ave			13491	1.38	0.69	93.25	14875	1.32	0.66	93.38	15866	1.36	0.68	93.31	60	A	29	32	NA	NA			
			3	Hwy 401 SB	St Clair/401 SB On Ramp	Hwy 3/401 SB Off Ramp	0	22105	3.84	30.85	82.58	26452	4.21	35.16	82.61	30276	4.49	38.24	82.02	100	R	199.5	202.5	194	197			
			4	Hwy 401 NB	Hwy 3/ 401 NB Off Ramp	Hwy 3/401 NB On Ramp	0	10106	4.59	37.40	80.91	12984	4.77	38.43	79.68	16139	5.02	40.89	78.22	100	R	182.5	185.5	177	180			
			5	401 SB Off Ramp	Hwy 3 merge/split			9835	1.30	0.65	81.10	9929	1.22	0.61	80.78	10598	1.28	0.64	80.86	60	R	205.8	208.8	204	207			
			6	401 NB Off Ramp	Hwy 3 merge/split			9808	1.59	4.42	86.74	11216	1.68	5.43	87.15	12186	1.78	6.60	87.08	60	R	127.8	130.8	126	129			
			7	401 NB On Ramp	Hwy 3 merge/split			9225	1.27	0.63	87.90	9408	1.25	0.63	87.90	9811	1.29	0.65	87.97	60	R	64.8	67.8	63	66			
			8	401 SB On Ramp	Hwy 3 merge/split			9516	1.70	4.42	82.68	10588	1.72	5.43	81.81	11840	1.76	6.19	81.80	60	R	275.8	278.8	274	277			
L-M	R1	13-N	1	Hwy 401 NB	1. S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	0	21550	3.97	32.36	82.68	26971	4.16	34.51	82.28	30963	4.40	37.10	82.21	100	A	76	79	76	79	3.048	15	0
			2	Hwy 401 SB	S. of Hwy 3 merge/split	Hwy 3/ 401 NB Off Ramp	0	19936	3.39	23.59	83.03	24636	3.47	24.07	82.93	27604	3.66	25.68	82.36	100	A	60	63	60	63			

Route Section	Receptor	Map ID	Road Segment														Distances to the			Existing Barrier						
			Segment Number	Location	From	To	Hwy 401 Elevation (m) - to do	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
																						(m)	(m)			
GH	R2-A	2A-S	1	S.Service Rd	N. of Bethlehem Ave		0	29261	1.46	5.32	91.78	31059	1.51	5.48	92.40	34217	1.55	5.86	92.38	60	A	326	329			
			2	Hwy 401 SB	4-401 SB to EC Row WB Off-ramp	HC Rd/401 SB On Ramp	-7	10974	4.76	47.48	84.96	12747	5.14	51.25	83.90	14549	5.35	53.37	83.48	100	A	89	92			
			3	Hwy 401 NB	7-HC Rd/401 NB Off Ramp	EC Row EB to 401 NB On Ramp	-7	4502	2.69	17.14	83.10	7354	5.64	52.30	74.43	8751	5.93	55.52	73.10	100	A	108	111			
			4	1-401 NB On Ramp from EC ROW EB	EC Row Expressway EB	Hwy 401	0	1496	1.67	16.66	37.42	1689	1.85	18.54	37.54	1805	1.97	19.75	38.86	50	A	113.8	103.8			
			5	EC Row EB	W. of Malden Rd			26224	1.54	3.82	92.26	29956	1.60	4.40	92.10	33578	2.78	1.61	92.56	100	A	321	312			
			6	EC Row WB	W. of Malden Rd			23389	1.50	2.78	91.72	29476	1.50	3.06	91.14	36660	1.59	1.34	92.36	100	A	340	332			
			7	4-401 SB Off Ramp to EC Row EB /	Hwy 401	EC Row Expressway EB /	0	4166	1.69	6.15	84.66	4716	0.82	0.41	92.50	5890	2.08	20.82	88.83	60	A	467.8	464.8			
			8	Spring Garden (via. Bethlehem Ave)	W. of S. Service Rd		0	5060	0.00	0.00	91.37	6038	0.00	0.00	90.84	5338	0.00	0.00	92.09	50	R	32	21			
GH	R2	2CON PLB-S	1	S. Service Rd	N. of Bethlehem Ave		0	23492	1.46	5.32	91.78	25122	1.51	5.48	92.40	27675	1.55	5.86	92.38	60	A	498.5	495.5			
			2	Hwy 401 SB	4-401 to EC ROW SB Off Ramp	HC Rd/401 SB On Ramp	-7	14333	5.76	45.55	81.26	18677	5.88	49.47	79.87	22370	6.08	53.08	79.03	100	A	223	226			
			3	Hwy 401 NB	7-HC Rd/401 NB Off Ramp	Ojibway Pkway/401 NB Off Ramp	-7	6834	2.69	17.14	83.10	9661	5.64	52.30	74.43	11204	5.93	55.52	73.10	100	A	241	244			
			4	EC Row EB	At Malden Rd			29462	1.54	3.82	92.26	33650	1.60	4.40	92.10	37219	1.59	4.39	91.84	100	A	321	312			
			5	EC Row WB	At Malden Rd			23638	1.50	2.78	91.72	29896	1.50	3.06	91.14	35168	1.49	3.32	90.65	100	A	340	332			
			6	Spring Garden (via.	W. of S. Service Rd		0	5060	0.00	0.00	91.37	6038	0.00	0.00	90.84	5338	0.00	0.00	92.09	50	A	32	21			
H-I	R2	8-S	1	S.Service Rd(HC Road)	Pulford St	Todd Ln/Cabana Rd	0	4243	0.53	0.26	92.58	4880	0.31	0.16	92.15	5644	0.32	0.16	92.40	60	A	316	313			
			2	N.Service Rd(HC Road)	Pulford St	Todd Ln/Cabana Rd	0	5813	0.15	0.07	93.93	6418	0.13	0.07	93.98	7074	0.13	0.06	94.06	60	A	328	324			
			3	Hwy 401 SB	6-Todd/401 SB On Ramp	St Clair/401 SB Off Ramp	-6	25017	2.95	21.45	81.83	29442	3.19	24.57	81.98	33581	3.38	26.92	82.03	100	A	264	261			
			4	Hwy 401 NB	5-St. Clair/401 NB Off Ramp	Pulford/401 NB On Ramp	-6	9858	3.82	25.68	84.50	13267	4.13	29.39	82.21	15990	3.76	26.73	82.88	100	A	283	279			
			5	401 SB Off Ramp (direct ramp to Todd lane)	At Todd Ln / Cabana Rd		0	7857	0.75	0.37	83.04	9406	0.71	0.35	80.85	9590	0.68	0.34	81.46	60	A	144	135			
			6	Todd	W. of Hwy 401 Off-ramp		0	20369	0.00	0.00	93.73	23726	0.00	0.00	93.71	27232	0.00	0.00	93.67	50	R	47	25			
			7	Todd	401 SB On Ramp (loop)- New		0	3344	0.33	0.16	81.08	3627	0.37	0.19	81.99	3812	0.40	0.20	81.74	50	A	156	147			

Route Section	Receptor	Map ID	Road Segment														Distances to the			Existing Barrier						
			Segment Number	Location	From	To	Hwy 401 Elevation (m) - to do	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
																						(m)	(m)			
H-I	R3	9-S	1	S.Service Rd(HC Road)	Todd Ln/Cabana Rd	Huron Church Line	0	9555	0.60	0.30	92.92	10707	0.58	0.29	93.00	12117	0.57	0.28	93.16	60	A	349	352			
			2	N.Service Rd(HC Road)	Todd Ln/Cabana Rd	Huron Church Line	0	15881	0.73	0.36	91.62	16915	0.77	0.38	91.56	17838	0.79	0.40	91.36	60	A	359	362			
			3	Hwy 401 SB	6-Todd/401 SB On Ramp	St Clair/401 SB Off Ramp	-6	25017	2.95	21.45	81.83	29442	3.19	24.57	81.98	33581	3.38	26.92	82.03	100	A	297	300			
			4	Hwy 401 NB	5-St. Clair/401 NB Off Ramp	Pulford/401 NB On Ramp	-6	9858	3.82	25.68	84.50	13267	4.13	29.39	82.21	15990	3.76	26.73	82.88	100	A	315	318			
			5	Todd	W. of Hwy 401 Off-ramp		0	20369	0.00	0.00	93.73	23726	0.00	0.00	93.71	27232	0.00	0.00	93.67	50	A	38	27			
H-I	R4	10-S	1	S.Service Rd	Todd Ln/Cabana Rd	Huron Church Line	0	9555	0.60	0.30	92.92	10707	0.58	0.29	93.00	12117	0.57	0.28	93.16	60	A	270	273			
			2	N.Service Rd	Todd Ln/Cabana Rd	Huron Church Line	0	15881	0.73	0.36	91.62	16915	0.77	0.38	91.56	17838	0.79	0.40	91.36	60	A	280	283			
			3	Hwy 401 SB	6-Todd/401 SB On Ramp	St Clair/401 SB Off Ramp	-5	25017	2.95	21.45	81.83	29442	3.19	24.57	81.98	33581	3.38	26.92	82.03	100	A	216	219			
			4	Hwy 401 NB	5-St. Clair/401 NB Off Ramp	Pulford/401 NB On Ramp	-5	9858	3.82	25.68	84.50	13267	4.13	29.39	82.21	15990	3.76	26.73	82.88	100	A	235	238			
			5	401 SB Off Ramp (direct ramp to Hwy 3)	At St. Clair College		-3	5307	0.75	0.37	83.04	6270	0.71	0.35	80.85	7431	0.68	0.34	81.46	60	A	206	209			
			6	Huron Church Line	W. of HC Rd		0	14297	0.89	0.45	92.50	15724	0.92	0.46	92.49	17024	0.95	0.47	92.44	60	A	118	122			
I-J	R1	11-S	1	S.Service Rd(Talbot Road)	Huron Church Line	St Clair College	0	9691	0.39	0.20	92.85	10375	0.43	0.22	92.81	11023	0.45	0.23	92.80	60	A	88	91			
			2	N.Service Rd(Talbot Road)	Huron Church Line	St Clair College	0	11107	0.29	0.15	94.13	11982	0.48	0.24	94.04	12692	0.81	0.40	93.90	60	A	180	183			
			3	Hwy 401 SB	7-St Clair/401 SB Off Ramp	St Clair/401 SB On Ramp	-8	19250	3.53	26.87	82.84	22404	3.93	31.45	82.51	24397	4.34	35.99	82.27	100	A	130	133			
			4	Hwy 401 NB	4-Howard NB On Ramp	St. Clair/401 NB Off Ramp	-8	14993	3.47	24.10	82.49	18954	3.73	26.86	81.27	22229	3.84	27.73	83.01	100	A	148	151			
			5	401 NB Off Ramp	At St Clair College		-4	4553	0.26	0.13	84.22	5033	0.39	0.19	84.70	5297	0.62	0.31	85.05	60	A	185	188			
			6	401 SB On Ramp	At St Clair College		-4	2154	0.33	0.16	81.08	2278	0.37	0.19	81.99	2411	0.40	0.20	81.74	60	A	100	103			

Route Section	Receptor	Map ID	Road Segment																Distances to the			Existing Barrier				
			Segment Number	Location	From	To	Hwy 401 Elevation (m) - to do	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
																						(m)	(m)			
J-K	R1	13-S	1	S.Service Rd(Talbot Road)	Cousineau Dr	Howard Ave	0	2696	1.38	3.21	91.25	2709	1.38	3.87	90.94	2847	1.37	4.52	90.75	60	A	145	124			
			2	N.Service Rd(Talbot Road)	Cousineau Dr	Howard Ave	0	8722	0.99	0.50	93.24	8810	0.98	0.49	93.28	9366	0.85	0.43	93.10	60	A	156	135			
			3	Hwy 401 SB	8-St Clair/401 SB On Ramp	Howard SB On Ramp	-7	22874	3.86	31.02	81.83	26502	4.24	35.45	81.99	29449	4.55	38.97	82.47	100	A	192	171			
			4	Hwy 401 NB	4-Howard NB On Ramp	St. Clair/401 NB Off Ramp	-7	14993	3.47	24.10	82.49	18954	3.73	26.86	81.27	22229	3.84	27.73	83.01	100	A	219	198			
			5	Cousineau Dr	W. of Talbot Rd		0	12906	0.00	0.00	93.03	14193	0.05	0.02	93.55	16240	0.03	0.02	93.47	50	R	131	128			
K-L	R1	16-S	1	S.Service Rd(Talbot Road)	Howard Ave	Laurier Extension	0	11385	1.31	0.66	91.93	12257	1.29	0.64	91.72	13283	1.33	0.66	91.76	60	R	276	272			
			2	N.Service Rd(Talbot Road)	Howard Ave	Laurier Extension	0	11607	1.39	0.69	93.62	12429	1.36	0.68	93.84	13137	1.36	0.68	93.69	60	R	288	284			
			3	Hwy 401 SB	10-Hwy 3/401 SB Off Ramp	Hwy 3/401 SB On Ramp	-8	18004	3.88	31.67	84.87	21212	4.26	36.11	84.94	23741	4.75	41.15	84.36	100	R	130	126			
			4	Hwy 401 NB	3-Hwy 3/401 NB On Ramp	Howard NB On Ramp	-8	14215	3.47	24.10	82.49	18139	3.73	26.86	81.27	21434	3.94	28.73	81.16	100	R	150	146			
			5	3-401 SB Off Ramp	Hwy 3 Merge/Split		-5	8660	1.29	0.65	80.73	9136	1.25	0.62	80.46	9309	1.27	0.64	80.88	60	R	121	118			
			6	Howard Ave	W. of Talbot Rd		0	14949	1.49	0.75	92.87	16756	1.44	0.72	92.75	18337	1.44	0.72	92.72	60	R	40	25			
K-L	R2	19-s	1	Laurier Extension			0	13202	1.49	0.75	92.89	14780	1.44	0.72	92.77	16154	1.44	0.72	92.76	60?	R	216	219	2.5	26	0
			2	Howard Ave	W. of Talbot Rd		0	14949	1.49	0.75	92.87	16756	1.44	0.72	92.75	18337	1.44	0.72	92.72	60		57	60			
K-L	R3	20-S	1	Laurier Extension			0	13202	1.49	0.75	92.89	14780	1.44	0.72	92.77	16154	1.44	0.72	92.76	60?	R	101	104			
			2	Howard Ave	W. of Talbot Rd		0	14949	1.49	0.75	92.87	16756	1.44	0.72	92.75	18337	1.44	0.72	92.72	60		36	39			
H-I	R1	4-N	1	S.Service Rd(HC Road)	Pulford St	Todd Ln/Cabana Rd	-6	4243	0.53	0.26	92.58	4880	0.31	0.16	92.15	5644	0.32	0.16	92.40	60	A	117	113			
			2	N.Service Rd(HC Road)	Pulford St	Todd Ln/Cabana Rd	-6	5813	0.15	0.07	93.93	6418	0.13	0.07	93.98	7074	0.13	0.06	94.06	60	A	105	101			
			3	Hwy 401 SB	6-Todd/401 SB On Ramp	St Clair/401 SB Off Ramp	0	25017	2.95	21.45	81.83	29442	3.19	24.57	81.98	33581	3.38	26.92	82.03	100	A	168	164			
			4	Hwy 401 NB	5-St. Clair/401 NB Off Ramp	Pulford/401 NB On Ramp	0	9858	3.82	25.68	84.50	13267	4.13	29.39	82.21	15990	3.76	26.73	82.88	100	A	150	145			
			5	401 SB Off Ramp (direct ramp to Todd lane)	At Todd Ln / Cabana Rd		0	7857	0.75	0.37	83.04	9406	0.71	0.35	80.85	9590	0.68	0.34	81.46	60	A	288	291			
			6	Cabana Rd	E. of HC Rd		0	15988	0.00	0.00	92.15	16966	0.00	0.00	92.38	19081	0.00	0.00	92.49	50	A	25	30			

Route Section	Receptor	Map ID	Road Segment														Distances to the			Existing Barrier						
			Segment Number	Location	From	To	Hwy 401 Elevation (m) - to do	2015 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2025 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	2035 AADT Volume	% of Med truck	% of Heavy truck	% traffic split in Daytime (16hr)	Speed Limit (km/h)	Intermediate surface Condition	Day	Night	Barrier Height	Barrier to Receiver Distances	Barrier base elevation (a berm)
																						(m)	(m)	(m)	(m)	(m)
H-I	R2	5-N	1	S.Service Rd(HC Road)	Todd Ln/Cabana Rd	Huron Church Line	0	9555	0.60	0.30	92.92	10707	0.58	0.29	93.00	12117	0.57	0.28	93.16	60	A	92	95			
			2	N.Service Rd(HC Road)	Todd Ln/Cabana Rd	Huron Church Line	0	15881	0.73	0.36	91.62	16915	0.77	0.38	91.56	17838	0.79	0.40	91.36	60	A	81	84			
			3	Hwy 401 SB	6-Todd/401 SB On Ramp	St Clair/401 SB Off Ramp	-6	25017	2.95	21.45	81.83	29442	3.19	24.57	81.98	33581	3.38	26.92	82.03	100	R	147	150			
			4	Hwy 401 NB	5-St. Clair/401 NB Off Ramp	Pulford/401 NB On Ramp	-6	9858	3.82	25.68	84.50	13267	4.13	29.39	82.21	15990	3.76	26.73	82.88	100	R	125	128			
			5	Cabana Rd	E. of HC Rd		0	15988	0.00	0.00	92.15	16966	0.00	0.00	92.38	19081	0.00	0.00	92.49	50	R	80	83			
H-I	R3	6-N	1	S.Service Rd(Talbot Road)	Huron Church Line	St Clair College	0	9691	0.39	0.20	92.85	10375	0.43	0.22	92.81	11023	0.45	0.23	92.80	60	A	101	104			
			2	N.Service Rd(Talbot Road)	Huron Church Line	St Clair College	0	11107	0.29	0.15	94.13	11982	0.48	0.24	94.04	12692	0.81	0.40	93.90	60	A	58	61			
			3	Hwy 401 SB	7-St Clair/401 SB Off Ramp	St Clair/401 SB On Ramp	-6	19250	3.53	26.87	82.84	22404	3.93	31.45	82.51	24397	4.34	35.99	82.27	100	A	125	128	Yes		
			4	Hwy 401 NB	5-St. Clair/401 NB Off Ramp	Pulford/401 NB On Ramp	-6	9858	3.82	25.68	84.50	13267	4.13	29.39	82.21	15990	3.76	26.73	82.88	100	A	107	110	Yes		
			5	401 SB Off Ramp (direct ramp to Hwy 3)	At St. Clair College		-3	5307	0.75	0.37	83.04	6270	0.71	0.35	80.85	7431	0.68	0.34	81.46	60	A	141	144			

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

DRAFT

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

DRAFT

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

DRAFT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Results segment # 1: HC_SB (day)

Source height = 2.16 m

Barrier height for grazing incidence

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

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

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

Segment Leq : 52.40 dBA

Results segment # 2: HC_NB (day)

Source height = 2.01 m

Barrier height for grazing incidence

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

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

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

Segment Leq : 52.62 dBA

Results segment # 3: Lebelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

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

ROAD (0.00 + 30.88 + 0.00) = 30.88 dBA

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

Segment Leq : 30.88 dBA

Total Leq All Segments: 55.54 dBA

Results segment # 1: HC_SB (night)

Source height = 2.16 m

Barrier height for grazing incidence

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

ROAD (0.00 + 61.50 + 0.00) = 61.50 dBA

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

* Bright Zone !

Segment Leq : 61.50 dBA

Results segment # 2: HC_NB (night)

Source height = 2.01 m

Barrier height for grazing incidence

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

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

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

Segment Leq : 58.73 dBA

Results segment # 3: Lebelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

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

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

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

Segment Leq : 33.18 dBA

Total Leq All Segments: 63.35 dBA

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

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

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

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

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

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

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

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

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

```

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

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

```

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

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

```

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

Results segment # 1: HC_SB (day)

Source height = 2.16 m

Barrier height for grazing incidence

```

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

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

```

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

Segment Leq : 52.29 dBA

Results segment # 2: HC_NB (day)

Source height = 2.01 m

Barrier height for grazing incidence

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

ROAD (0.00 + 52.68 + 0.00) = 52.68 dBA

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

Segment Leq : 52.68 dBA

Total Leq All Segments: 55.50 dBA

Results segment # 1: HC_SB (night)

Source height = 2.16 m

Barrier height for grazing incidence

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

ROAD (0.00 + 56.92 + 0.00) = 56.92 dBA

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

Segment Leq : 56.92 dBA

Results segment # 2: HC_NB (night)

Source height = 2.01 m

Barrier height for grazing incidence

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

ROAD (0.00 + 58.34 + 0.00) = 58.34 dBA

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

Segment Leq : 58.34 dBA

Total Leq All Segments: 60.70 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Results segment # 1: HC_SB (day)

Source height = 2.20 m

Barrier height for grazing incidence

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

ROAD (0.00 + 70.05 + 0.00) = 70.05 dBA

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

* Bright Zone !

Segment Leq : 70.05 dBA

Results segment # 2: HC_NB (day)

Source height = 2.04 m

Barrier height for grazing incidence

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

ROAD (0.00 + 69.47 + 0.00) = 69.47 dBA

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

* Bright Zone !

Segment Leq : 69.47 dBA

Total Leq All Segments: 72.78 dBA

Results segment # 1: HC_SB (night)

Source height = 2.20 m

Barrier height for grazing incidence

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

ROAD (0.00 + 65.87 + 0.00) = 65.87 dBA

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

* Bright Zone !

Segment Leq : 65.87 dBA

Results segment # 2: HC_NB (night)

Source height = 2.04 m

Barrier height for grazing incidence

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

ROAD (0.00 + 65.68 + 0.00) = 65.68 dBA

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

* Bright Zone !

Segment Leq : 65.68 dBA

Total Leq All Segments: 68.79 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: HC-SB (day)

Source height = 2.21 m

ROAD (0.00 + 62.58 + 0.00) = 62.58 dBA

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

Segment Leq : 62.58 dBA

Results segment # 2: HC-NB (day)

Source height = 2.05 m

ROAD (0.00 + 62.36 + 0.00) = 62.36 dBA

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

Segment Leq : 62.36 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 59.21 + 0.00) = 59.21 dBA

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

Segment Leq : 59.21 dBA

Total Leq All Segments: 66.40 dBA

Results segment # 1: HC-SB (night)

Source height = 2.21 m

ROAD (0.00 + 59.98 + 0.00) = 59.98 dBA

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

Segment Leq : 59.98 dBA

Results segment # 2: HC-NB (night)

Source height = 2.05 m

ROAD (0.00 + 60.38 + 0.00) = 60.38 dBA

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

Segment Leq : 60.38 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

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

Segment Leq : 50.88 dBA

Total Leq All Segments: 63.44 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

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

```

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

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

```

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

Results segment # 1: HC-SB (day)

Source height = 2.10 m

ROAD (0.00 + 71.71 + 0.00) = 71.71 dBA

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

Segment Leq : 71.71 dBA

Results segment # 2: HC-NB (day)

Source height = 1.95 m

ROAD (0.00 + 73.52 + 0.00) = 73.52 dBA

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

Segment Leq : 73.52 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 57.79 + 0.00) = 57.79 dBA

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

Segment Leq : 57.79 dBA

Total Leq All Segments: 75.79 dBA

Results segment # 1: HC-SB (night)

Source height = 2.10 m

ROAD (0.00 + 67.15 + 0.00) = 67.15 dBA

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

Segment Leq : 67.15 dBA

Results segment # 2: HC-NB (night)

Source height = 1.95 m

ROAD (0.00 + 68.67 + 0.00) = 68.67 dBA

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

Segment Leq : 68.67 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 51.89 + 0.00) = 51.89 dBA

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

Segment Leq : 51.89 dBA

Total Leq All Segments: 71.04 dBA

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot-EB (day)

Source height = 2.20 m

ROAD (0.00 + 69.20 + 0.00) = 69.20 dBA

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

Segment Leq : 69.20 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.04 m

ROAD (0.00 + 68.62 + 0.00) = 68.62 dBA

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

Segment Leq : 68.62 dBA

Total Leq All Segments: 71.93 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.20 m

ROAD (0.00 + 65.53 + 0.00) = 65.53 dBA

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

Segment Leq : 65.53 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.04 m

ROAD (0.00 + 64.47 + 0.00) = 64.47 dBA

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

Segment Leq : 64.47 dBA

Total Leq All Segments: 68.04 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot-EB (day)

Source height = 2.20 m

ROAD (0.00 + 57.31 + 0.00) = 57.31 dBA

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

Segment Leq : 57.31 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.05 m

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

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

Segment Leq : 57.54 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 40.18 + 0.00) = 40.18 dBA

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

Segment Leq : 40.18 dBA

Total Leq All Segments: 60.48 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.20 m

ROAD (0.00 + 54.18 + 0.00) = 54.18 dBA

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

Segment Leq : 54.18 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.05 m

ROAD (0.00 + 54.93 + 0.00) = 54.93 dBA

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

Segment Leq : 54.93 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 33.20 + 0.00) = 33.20 dBA

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

Segment Leq : 33.20 dBA

Total Leq All Segments: 57.60 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

ROAD (0.00 + 66.39 + 0.00) = 66.39 dBA

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

Segment Leq : 66.39 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.01 m

ROAD (0.00 + 66.73 + 0.00) = 66.73 dBA

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

Segment Leq : 66.73 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 58.97 + 0.00) = 58.97 dBA

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

Segment Leq : 58.97 dBA

Total Leq All Segments: 69.94 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

ROAD (0.00 + 63.20 + 0.00) = 63.20 dBA

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

Segment Leq : 63.20 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.01 m

ROAD (0.00 + 63.35 + 0.00) = 63.35 dBA

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

Segment Leq : 63.35 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

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

Segment Leq : 50.29 dBA

Total Leq All Segments: 66.39 dBA

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

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

Segment Leq : 51.73 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.01 m

ROAD (0.00 + 51.81 + 0.00) = 51.81 dBA

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

Segment Leq : 51.81 dBA

Total Leq All Segments: 54.78 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

ROAD (0.00 + 49.73 + 0.00) = 49.73 dBA

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

Segment Leq : 49.73 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.01 m

ROAD (0.00 + 49.57 + 0.00) = 49.57 dBA

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

Segment Leq : 49.57 dBA

Total Leq All Segments: 52.66 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

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

```

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

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

```

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

Results segment # 1: Talbot-EB (day)

Source height = 2.14 m

Barrier height for grazing incidence

```

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

ROAD (0.00 + 58.32 + 0.00) = 58.32 dBA

```

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

Segment Leq : 58.32 dBA

Results segment # 2: Talbot-WB (day)

Source height = 1.99 m

Barrier height for grazing incidence

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

ROAD (0.00 + 58.91 + 0.00) = 58.91 dBA

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

Segment Leq : 58.91 dBA

Results segment # 3: Howard (day)

Source height = 0.93 m

Barrier height for grazing incidence

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

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

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

Segment Leq : 44.85 dBA

Total Leq All Segments: 61.73 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.14 m

Barrier height for grazing incidence

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

ROAD (0.00 + 58.14 + 0.00) = 58.14 dBA

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

Segment Leq : 58.14 dBA

Results segment # 2: Talbot-WB (night)

Source height = 1.99 m

Barrier height for grazing incidence

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

ROAD (0.00 + 58.18 + 0.00) = 58.18 dBA

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

Segment Leq : 58.18 dBA

Results segment # 3: Howard (night)

Source height = 0.94 m

Barrier height for grazing incidence

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

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

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

Segment Leq : 41.21 dBA

Total Leq All Segments: 61.21 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

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

```

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

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

```

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

Results segment # 1: Talbot-EB (day)

Source height = 2.07 m

Barrier height for grazing incidence

```

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

ROAD (0.00 + 61.63 + 0.00) = 61.63 dBA

```

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

Segment Leq : 61.63 dBA

Results segment # 2: Talbot-WB (day)

Source height = 1.94 m

Barrier height for grazing incidence

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

ROAD (0.00 + 62.81 + 0.00) = 62.81 dBA

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

Segment Leq : 62.81 dBA

Results segment # 3: Howard (day)

Source height = 0.93 m

Barrier height for grazing incidence

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

ROAD (0.00 + 48.35 + 0.00) = 48.35 dBA

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

Segment Leq : 48.35 dBA

Total Leq All Segments: 65.36 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.07 m

Barrier height for grazing incidence

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

ROAD (0.00 + 65.13 + 0.00) = 65.13 dBA

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

* Bright Zone !

Segment Leq : 65.13 dBA

Results segment # 2: Talbot-WB (night)

Source height = 1.94 m

Barrier height for grazing incidence

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

ROAD (0.00 + 65.81 + 0.00) = 65.81 dBA

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

* Bright Zone !

Segment Leq : 65.81 dBA

Results segment # 3: Howard (night)

Source height = 0.94 m

Barrier height for grazing incidence

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

ROAD (0.00 + 47.76 + 0.00) = 47.76 dBA

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

* Bright Zone !

Segment Leq : 47.76 dBA

Total Leq All Segments: 68.53 dBA

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

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

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

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

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

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

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

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

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

```

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

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

```

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

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

```

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

Results segment # 1: Talbot-EB (day)

Source height = 2.07 m

Barrier height for grazing incidence

```

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

ROAD (0.00 + 60.91 + 0.00) = 60.91 dBA

```

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

Segment Leq : 60.91 dBA

Results segment # 2: Talbot-WB (day)

Source height = 1.94 m

Barrier height for grazing incidence

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

ROAD (0.00 + 61.50 + 0.00) = 61.50 dBA

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

Segment Leq : 61.50 dBA

Total Leq All Segments: 64.23 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.07 m

Barrier height for grazing incidence

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

ROAD (0.00 + 65.07 + 0.00) = 65.07 dBA

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

* Bright Zone !

Segment Leq : 65.07 dBA

Results segment # 2: Talbot-WB (night)

Source height = 1.94 m

Barrier height for grazing incidence

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

ROAD (0.00 + 64.55 + 0.00) = 64.55 dBA

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

* Bright Zone !

Segment Leq : 64.55 dBA

Total Leq All Segments: 67.83 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Results segment # 1: Hwy 401_NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

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

ROAD (0.00 + 57.35 + 0.00) = 57.35 dBA

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

Segment Leq : 57.35 dBA

Results segment # 2: Hwy 401_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

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

ROAD (0.00 + 57.91 + 0.00) = 57.91 dBA

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

Segment Leq : 57.91 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: Hwy 401_NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

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

ROAD (0.00 + 61.81 + 0.00) = 61.81 dBA

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

* Bright Zone !

Segment Leq : 61.81 dBA

Results segment # 2: Hwy 401_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

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

ROAD (0.00 + 63.16 + 0.00) = 63.16 dBA

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

* Bright Zone !

Segment Leq : 63.16 dBA

Total Leq All Segments: 65.55 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: EC Row EB (day)

Source height = 1.17 m

ROAD (0.00 + 48.44 + 0.00) = 48.44 dBA

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

Segment Leq : 48.44 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.97 m

ROAD (0.00 + 47.56 + 0.00) = 47.56 dBA

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

Segment Leq : 47.56 dBA

Results segment # 3: Malden (day)

Source height = 1.51 m

ROAD (0.00 + 62.25 + 0.00) = 62.25 dBA

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

Segment Leq : 62.25 dBA

Results segment # 4: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.00 + 0.00) = 53.00 dBA

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

Segment Leq : 53.00 dBA

Total Leq All Segments: 63.02 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.17 m

ROAD (0.00 + 42.42 + 0.00) = 42.42 dBA

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

Segment Leq : 42.42 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 40.20 + 0.00) = 40.20 dBA

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

Segment Leq : 40.20 dBA

Results segment # 3: Malden (night)

Source height = 1.51 m

ROAD (0.00 + 54.61 + 0.00) = 54.61 dBA

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

Segment Leq : 54.61 dBA

Results segment # 4: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 47.83 + 0.00) = 47.83 dBA

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

Segment Leq : 47.83 dBA

Total Leq All Segments: 55.77 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: EC Row EB (day)

Source height = 1.17 m

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

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

Segment Leq : 49.64 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.97 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

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

Segment Leq : 48.69 dBA

Results segment # 3: Spring garde (day)

Source height = 0.50 m

ROAD (0.00 + 49.24 + 0.00) = 49.24 dBA

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

Segment Leq : 49.24 dBA

Results segment # 4: HC NB (day)

Source height = 1.94 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

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

Segment Leq : 48.46 dBA

Results segment # 5: HC SB (day)

Source height = 2.11 m

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

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

Segment Leq : 49.76 dBA

Total Leq All Segments: 56.18 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.17 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

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

Segment Leq : 43.81 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 41.71 + 0.00) = 41.71 dBA

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

Segment Leq : 41.71 dBA

Results segment # 3: Spring garde (night)

Source height = 0.50 m

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

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

Segment Leq : 44.68 dBA

Results segment # 4: HC NB (night)

Source height = 1.94 m

ROAD (0.00 + 46.66 + 0.00) = 46.66 dBA

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

Segment Leq : 46.66 dBA

Results segment # 5: HC SB (night)

Source height = 2.11 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

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

Segment Leq : 47.10 dBA

Total Leq All Segments: 52.20 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

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

```

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

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

```

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

Results segment # 1: EC Row EB (day)

Source height = 1.17 m

ROAD (0.00 + 47.62 + 0.00) = 47.62 dBA

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

Segment Leq : 47.62 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.97 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

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

Segment Leq : 46.75 dBA

Results segment # 3: HC-SB (day)

Source height = 2.11 m

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

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

Segment Leq : 53.02 dBA

Results segment # 4: HC-NB (day)

Source height = 1.94 m

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

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

Segment Leq : 51.55 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 40.21 + 0.00) = 40.21 dBA

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

Segment Leq : 40.21 dBA

Total Leq All Segments: 56.62 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.17 m

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

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

Segment Leq : 41.64 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 39.44 + 0.00) = 39.44 dBA

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

Segment Leq : 39.44 dBA

Results segment # 3: HC-SB (night)

Source height = 2.11 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

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

Segment Leq : 50.18 dBA

Results segment # 4: HC-NB (night)

Source height = 1.94 m

ROAD (0.00 + 49.59 + 0.00) = 49.59 dBA

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

Segment Leq : 49.59 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 32.86 + 0.00) = 32.86 dBA

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

Segment Leq : 32.86 dBA

Total Leq All Segments: 53.43 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: HC-SB (day)

Source height = 2.16 m

ROAD (0.00 + 57.03 + 0.00) = 57.03 dBA

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

Segment Leq : 57.03 dBA

Results segment # 2: HC-NB (day)

Source height = 2.01 m

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

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

Segment Leq : 55.22 dBA

Results segment # 3: Lambton (day)

Source height = 0.91 m

ROAD (0.00 + 39.90 + 0.00) = 39.90 dBA

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

Segment Leq : 39.90 dBA

Total Leq All Segments: 59.28 dBA

Results segment # 1: HC-SB (night)

Source height = 2.16 m

ROAD (0.00 + 54.11 + 0.00) = 54.11 dBA

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

Segment Leq : 54.11 dBA

Results segment # 2: HC-NB (night)

Source height = 2.01 m

ROAD (0.00 + 53.12 + 0.00) = 53.12 dBA

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

Segment Leq : 53.12 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

ROAD (0.00 + 33.35 + 0.00) = 33.35 dBA

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

Segment Leq : 33.35 dBA

Total Leq All Segments: 56.67 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Results segment # 1: HC-SB (day)

Source height = 2.16 m

Barrier height for grazing incidence

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

ROAD (0.00 + 60.29 + 0.00) = 60.29 dBA

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

* Bright Zone !

Segment Leq : 60.29 dBA

Results segment # 2: HC-NB (day)

Source height = 2.01 m

Barrier height for grazing incidence

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

ROAD (0.00 + 58.04 + 0.00) = 58.04 dBA

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

* Bright Zone !

Segment Leq : 58.04 dBA

Results segment # 3: Lambton (day)

Source height = 0.91 m

Barrier height for grazing incidence

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

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

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

Segment Leq : 55.89 dBA

Total Leq All Segments: 63.21 dBA

Results segment # 1: HC-SB (night)

Source height = 2.16 m

Barrier height for grazing incidence

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

ROAD (0.00 + 57.02 + 0.00) = 57.02 dBA

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

* Bright Zone !

Segment Leq : 57.02 dBA

Results segment # 2: HC-NB (night)

Source height = 2.01 m

Barrier height for grazing incidence

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

ROAD (0.00 + 55.76 + 0.00) = 55.76 dBA

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

* Bright Zone !

Segment Leq : 55.76 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

Barrier height for grazing incidence

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

ROAD (0.00 + 55.57 + 0.00) = 55.57 dBA

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

* Bright Zone !

Segment Leq : 55.57 dBA

Total Leq All Segments: 60.94 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

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

```

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

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

```

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

Results segment # 1: HC-SB (day)

Source height = 2.20 m

Barrier height for grazing incidence

```

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

ROAD (0.00 + 58.37 + 0.00) = 58.37 dBA

```

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

Segment Leq : 58.37 dBA

Results segment # 2: HC-NB (day)

Source height = 2.04 m

Barrier height for grazing incidence

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

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

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

Segment Leq : 56.14 dBA

Results segment # 3: Lambton (day)

Source height = 0.91 m

Barrier height for grazing incidence

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

ROAD (0.00 + 47.32 + 0.00) = 47.32 dBA

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

Segment Leq : 47.32 dBA

Total Leq All Segments: 60.62 dBA

Results segment # 1: HC-SB (night)

Source height = 2.20 m

Barrier height for grazing incidence

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

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

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

* Bright Zone !

Segment Leq : 64.54 dBA

Results segment # 2: HC-NB (night)

Source height = 2.04 m

Barrier height for grazing incidence

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

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

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

* Bright Zone !

Segment Leq : 62.75 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

Barrier height for grazing incidence

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

ROAD (0.00 + 45.06 + 0.00) = 45.06 dBA

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

Segment Leq : 45.06 dBA

Total Leq All Segments: 66.78 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Results segment # 1: HC-SB (day)

Source height = 2.21 m

ROAD (0.00 + 57.37 + 0.00) = 57.37 dBA

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

Segment Leq : 57.37 dBA

Results segment # 2: HC-NB (day)

Source height = 2.05 m

ROAD (0.00 + 55.04 + 0.00) = 55.04 dBA

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

Segment Leq : 55.04 dBA

Total Leq All Segments: 59.37 dBA

Results segment # 1: HC-SB (night)

Source height = 2.21 m

ROAD (0.00 + 54.47 + 0.00) = 54.47 dBA

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

Segment Leq : 54.47 dBA

Results segment # 2: HC-NB (night)

Source height = 2.05 m

ROAD (0.00 + 52.76 + 0.00) = 52.76 dBA

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

Segment Leq : 52.76 dBA

Total Leq All Segments: 56.71 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

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

```

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

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

```

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

Results segment # 1: HC-SB (day)

Source height = 2.21 m

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

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

Segment Leq : 52.32 dBA

Results segment # 2: HC-NB (day)

Source height = 2.05 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

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

Segment Leq : 50.29 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 57.34 + 0.00) = 57.34 dBA

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

Segment Leq : 57.34 dBA

Total Leq All Segments: 59.14 dBA

Results segment # 1: HC-SB (night)

Source height = 2.21 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

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

Segment Leq : 49.68 dBA

Results segment # 2: HC-NB (night)

Source height = 2.05 m

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

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

Segment Leq : 48.26 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 51.65 + 0.00) = 51.65 dBA

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

Segment Leq : 51.65 dBA

Total Leq All Segments: 54.86 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

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

Source height = 2.10 m

ROAD (0.00 + 50.52 + 0.00) = 50.52 dBA

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

Segment Leq : 50.52 dBA

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

Source height = 1.95 m

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

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

Segment Leq : 48.90 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 54.14 + 0.00) = 54.14 dBA

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

Segment Leq : 54.14 dBA

Total Leq All Segments: 56.53 dBA

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

Source height = 2.10 m

ROAD (0.00 + 48.03 + 0.00) = 48.03 dBA

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

Segment Leq : 48.03 dBA

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

Source height = 1.95 m

ROAD (0.00 + 46.58 + 0.00) = 46.58 dBA

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

Segment Leq : 46.58 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 48.43 + 0.00) = 48.43 dBA

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

Segment Leq : 48.43 dBA

Total Leq All Segments: 52.52 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot EB (day)

Source height = 2.20 m

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

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

Segment Leq : 54.50 dBA

Results segment # 2: Talbot WB (day)

Source height = 2.04 m

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

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

Segment Leq : 52.48 dBA

Results segment # 3: HC line (day)

Source height = 0.91 m

ROAD (0.00 + 44.71 + 0.00) = 44.71 dBA

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

Segment Leq : 44.71 dBA

Total Leq All Segments: 56.89 dBA

Results segment # 1: Talbot EB (night)

Source height = 2.20 m

ROAD (0.00 + 52.37 + 0.00) = 52.37 dBA

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

Segment Leq : 52.37 dBA

Results segment # 2: Talbot WB (night)

Source height = 2.04 m

ROAD (0.00 + 49.94 + 0.00) = 49.94 dBA

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

Segment Leq : 49.94 dBA

Results segment # 3: HC line (night)

Source height = 0.91 m

ROAD (0.00 + 37.49 + 0.00) = 37.49 dBA

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

Segment Leq : 37.49 dBA

Total Leq All Segments: 54.42 dBA

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot-EB (day)

Source height = 2.20 m

ROAD (0.00 + 58.40 + 0.00) = 58.40 dBA

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

Segment Leq : 58.40 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.04 m

ROAD (0.00 + 55.95 + 0.00) = 55.95 dBA

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

Segment Leq : 55.95 dBA

Total Leq All Segments: 60.36 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.20 m

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

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

Segment Leq : 55.84 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.04 m

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

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

Segment Leq : 53.01 dBA

Total Leq All Segments: 57.66 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot-EB (day)

Source height = 2.20 m

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA

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

Segment Leq : 55.85 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.05 m

ROAD (0.00 + 55.04 + 0.00) = 55.04 dBA

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

Segment Leq : 55.04 dBA

Results segment # 3: Cousineau (day)

Source height = 1.10 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

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

Segment Leq : 57.93 dBA

Total Leq All Segments: 61.22 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.20 m

ROAD (0.00 + 53.12 + 0.00) = 53.12 dBA

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

Segment Leq : 53.12 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.05 m

ROAD (0.00 + 52.90 + 0.00) = 52.90 dBA

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

Segment Leq : 52.90 dBA

Results segment # 3: Cousineau (night)

Source height = 1.09 m

ROAD (0.00 + 52.67 + 0.00) = 52.67 dBA

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

Segment Leq : 52.67 dBA

Total Leq All Segments: 57.67 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

ROAD (0.00 + 68.54 + 0.00) = 68.54 dBA

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

Segment Leq : 68.54 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.01 m

ROAD (0.00 + 67.52 + 0.00) = 67.52 dBA

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

Segment Leq : 67.52 dBA

Results segment # 3: Cousineau (day)

Source height = 1.10 m

ROAD (0.00 + 60.70 + 0.00) = 60.70 dBA

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

Segment Leq : 60.70 dBA

Total Leq All Segments: 71.45 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

ROAD (0.00 + 64.98 + 0.00) = 64.98 dBA

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

Segment Leq : 64.98 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.01 m

ROAD (0.00 + 63.67 + 0.00) = 63.67 dBA

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

Segment Leq : 63.67 dBA

Results segment # 3: Cousineau (night)

Source height = 1.09 m

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

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

Segment Leq : 52.62 dBA

Total Leq All Segments: 67.53 dBA

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

ROAD (0.00 + 62.82 + 0.00) = 62.82 dBA

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

Segment Leq : 62.82 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.01 m

ROAD (0.00 + 61.43 + 0.00) = 61.43 dBA

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

Segment Leq : 61.43 dBA

Total Leq All Segments: 65.19 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

ROAD (0.00 + 59.61 + 0.00) = 59.61 dBA

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

Segment Leq : 59.61 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.01 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA

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

Segment Leq : 57.98 dBA

Total Leq All Segments: 61.88 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot-EB (day)

Source height = 2.14 m

ROAD (0.00 + 54.99 + 0.00) = 54.99 dBA

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

Segment Leq : 54.99 dBA

Results segment # 2: Talbot-WB (day)

Source height = 1.99 m

ROAD (0.00 + 54.39 + 0.00) = 54.39 dBA

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

Segment Leq : 54.39 dBA

Results segment # 3: Howard (day)

Source height = 0.97 m

ROAD (0.00 + 53.71 + 0.00) = 53.71 dBA

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

Segment Leq : 53.71 dBA

Total Leq All Segments: 59.17 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.14 m

ROAD (0.00 + 52.26 + 0.00) = 52.26 dBA

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

Segment Leq : 52.26 dBA

Results segment # 2: Talbot-WB (night)

Source height = 1.99 m

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

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

Segment Leq : 51.51 dBA

Results segment # 3: Howard (night)

Source height = 0.97 m

ROAD (0.00 + 45.88 + 0.00) = 45.88 dBA

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

Segment Leq : 45.88 dBA

Total Leq All Segments: 55.42 dBA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

Results segment # 1: Talbot-EB (day)

Source height = 2.07 m

ROAD (0.00 + 63.13 + 0.00) = 63.13 dBA

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

Segment Leq : 63.13 dBA

Results segment # 2: Talbot-WB (day)

Source height = 1.94 m

ROAD (0.00 + 62.73 + 0.00) = 62.73 dBA

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

Segment Leq : 62.73 dBA

Results segment # 3: Howard (day)

Source height = 0.96 m

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

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

Segment Leq : 55.18 dBA

Total Leq All Segments: 66.29 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.07 m

ROAD (0.00 + 59.77 + 0.00) = 59.77 dBA

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

Segment Leq : 59.77 dBA

Results segment # 2: Talbot-WB (night)

Source height = 1.94 m

ROAD (0.00 + 58.84 + 0.00) = 58.84 dBA

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

Segment Leq : 58.84 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

ROAD (0.00 + 47.05 + 0.00) = 47.05 dBA

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

Segment Leq : 47.05 dBA

Total Leq All Segments: 62.47 dBA

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

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

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

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

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

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

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

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

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

```

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

```

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

```

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

```

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

```

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

```

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

Source height = 2.40 m

ROAD (0.00 + 60.31 + 0.00) = 60.31 dBA

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

Segment Leq : 60.31 dBA

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

Source height = 2.40 m

ROAD (0.00 + 58.45 + 0.00) = 58.45 dBA

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

Segment Leq : 58.45 dBA

Total Leq All Segments: 62.49 dBA

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

Source height = 2.40 m

ROAD (0.00 + 59.60 + 0.00) = 59.60 dBA

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

Segment Leq : 59.60 dBA

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

Source height = 2.40 m

ROAD (0.00 + 58.57 + 0.00) = 58.57 dBA

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

Segment Leq : 58.57 dBA

Total Leq All Segments: 62.13 dBA

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

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

DRAFT

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

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

Car traffic volume : 16147/3082 veh/TimePeriod *
Medium truck volume : 849/162 veh/TimePeriod *
Heavy truck volume : 6525/1246 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 27.74
Day (16 hrs) % of Total Volume : 83.97

Data for Segment # 1: HC_SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC_NB (day/night)

Car traffic volume : 17422/4121 veh/TimePeriod *
Medium truck volume : 673/159 veh/TimePeriod *
Heavy truck volume : 4487/1061 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27924
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.98
Heavy Truck % of Total Volume : 19.87
Day (16 hrs) % of Total Volume : 80.87

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lebelle (day/night)

```
-----
Car traffic volume : 5125/590 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5715
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.68
```

Data for Segment # 3: Lebelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: HC_SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.29 ! 1.50 ! -0.45 ! 1.55
```

ROAD (0.00 + 53.99 + 0.00) = 53.99 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 77.69 0.00 -8.97 -1.16 0.00 0.00 -13.57 53.99
-----
```

Segment Leq : 53.99 dBA

Results segment # 2: HC_NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	1.50	-0.45	1.55

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	76.20	0.00	-7.42	-1.17	0.00	0.00	-13.64	53.96

Segment Leq : 53.96 dBA

Results segment # 3: Lebelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 31.67 + 0.00) = 31.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.16	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.67

Segment Leq : 31.67 dBA

Total Leq All Segments: 57.00 dBA

Results segment # 1: HC_SB (night)

Source height = 2.30 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.30	4.50	2.46	4.46

ROAD (0.00 + 63.28 + 0.00) = 63.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	73.51	0.00	-8.12	-0.98	0.00	0.00	-4.98	59.42*
-90	90	0.55	73.51	0.00	-8.96	-1.26	0.00	0.00	0.00	63.28

* Bright Zone !

Segment Leq : 63.28 dBA

Results segment # 2: HC_NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	4.50	2.39	4.39

ROAD (0.00 + 60.23 + 0.00) = 60.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	72.94	0.00	-6.71	-0.99	0.00	0.00	-5.01	60.23

Segment Leq : 60.23 dBA

Results segment # 3: Lebelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.75 + 0.00) = 33.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.78	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.75

Segment Leq : 33.75 dBA

Total Leq All Segments: 65.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.00
(NIGHT): 65.03

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC_SB (day/night)

Car traffic volume : 16147/3082 veh/TimePeriod *
Medium truck volume : 849/162 veh/TimePeriod *
Heavy truck volume : 6525/1246 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 27.74
Day (16 hrs) % of Total Volume : 83.97

Data for Segment # 1: HC_SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC_NB (day/night)

```

-----
Car traffic volume : 17422/4121 veh/TimePeriod *
Medium truck volume : 673/159 veh/TimePeriod *
Heavy truck volume : 4487/1061 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27924
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.98
Heavy Truck % of Total Volume : 19.87
Day (16 hrs) % of Total Volume : 80.87
  
```

Data for Segment # 2: HC_NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC_SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.29 ! 1.50 ! -0.44 ! 1.56
  
```

ROAD (0.00 + 53.88 + 0.00) = 53.88 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 77.69 0.00 -9.69 -1.16 0.00 0.00 -12.96 53.88
-----
  
```

Segment Leq : 53.88 dBA

Results segment # 2: HC_NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	1.50	-0.44	1.56

ROAD (0.00 + 54.03 + 0.00) = 54.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	76.20	0.00	-7.95	-1.17	0.00	0.00	-13.05	54.03

Segment Leq : 54.03 dBA

Total Leq All Segments: 56.97 dBA

Results segment # 1: HC_SB (night)

Source height = 2.30 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.30	4.50	2.43	4.43

ROAD (0.00 + 62.51 + 0.00) = 62.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	73.51	0.00	-8.82	-0.98	0.00	0.00	-5.00	58.70*
-90	90	0.55	73.51	0.00	-9.74	-1.26	0.00	0.00	0.00	62.51

* Bright Zone !

Segment Leq : 62.51 dBA

Results segment # 2: HC_NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.11 ! 4.50 ! 2.40 ! 4.40

ROAD (0.00 + 59.84 + 0.00) = 59.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	72.94	0.00	-7.10	-0.99	0.00	0.00	-5.01	59.84

Segment Leq : 59.84 dBA

Total Leq All Segments: 64.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.97
(NIGHT): 64.39

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC_SB (day/night)

Car traffic volume : 16133/3351 veh/TimePeriod *
Medium truck volume : 808/168 veh/TimePeriod *
Heavy truck volume : 6423/1334 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.46
Heavy Truck % of Total Volume : 27.49
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 1: HC_SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC_NB (day/night)

Car traffic volume : 15950/3688 veh/TimePeriod *
Medium truck volume : 630/146 veh/TimePeriod *
Heavy truck volume : 4362/1009 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25785
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.01
Heavy Truck % of Total Volume : 20.83
Day (16 hrs) % of Total Volume : 81.22

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC_SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	1.60	1.60

ROAD (0.00 + 71.32 + 0.00) = 71.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.62	0.00	-6.30	0.00	0.00	0.00	-4.99	66.33*
-90	90	0.00	77.62	0.00	-6.30	0.00	0.00	0.00	0.00	71.32

* Bright Zone !

Segment Leq : 71.32 dBA

Results segment # 2: HC_NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	1.60	1.60

ROAD (0.00 + 70.74 + 0.00) = 70.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.05	0.00	-5.31	0.00	0.00	0.00	-4.98	65.75*
-90	90	0.00	76.05	0.00	-5.31	0.00	0.00	0.00	0.00	70.74

* Bright Zone !

Segment Leq : 70.74 dBA

Total Leq All Segments: 74.05 dBA

Results segment # 1: HC_SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	4.14	4.14

ROAD (0.00 + 67.30 + 0.00) = 67.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.80	0.00	-6.50	0.00	0.00	0.00	-0.23	67.07*
-90	90	0.00	73.80	0.00	-6.50	0.00	0.00	0.00	0.00	67.30

* Bright Zone !

Segment Leq : 67.30 dBA

Results segment # 2: HC_NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	3.93	3.93

ROAD (0.00 + 67.14 + 0.00) = 67.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.70	0.00	-5.56	0.00	0.00	0.00	-0.29	66.85*
-90	90	0.00	72.70	0.00	-5.56	0.00	0.00	0.00	0.00	67.14

* Bright Zone !

Segment Leq : 67.14 dBA

Total Leq All Segments: 70.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.05
(NIGHT): 70.23

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16357/3296 veh/TimePeriod *
Medium truck volume : 838/169 veh/TimePeriod *
Heavy truck volume : 6677/1345 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.51
Heavy Truck % of Total Volume : 27.97
Day (16 hrs) % of Total Volume : 83.23

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 15895/3663 veh/TimePeriod *
Medium truck volume : 642/148 veh/TimePeriod *
Heavy truck volume : 4446/1025 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25820
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.19
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 16022/1389 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.02

```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.30 m

ROAD (0.00 + 63.87 + 0.00) = 63.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.78	0.00	-12.49	-1.42	0.00	0.00	0.00	63.87

Segment Leq : 63.87 dBA

Results segment # 2: HC-NB (day)

Source height = 2.15 m

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.13	0.00	-11.08	-1.42	0.00	0.00	0.00	63.62

Segment Leq : 63.62 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 59.72 + 0.00) = 59.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.11	0.00	-2.39	0.00	0.00	0.00	0.00	59.72

Segment Leq : 59.72 dBA

Total Leq All Segments: 67.54 dBA

Results segment # 1: HC-SB (night)

Source height = 2.30 m

ROAD (0.00 + 61.42 + 0.00) = 61.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.83	0.00	-11.16	-1.26	0.00	0.00	0.00	61.42

Segment Leq : 61.42 dBA

Results segment # 2: HC-NB (night)

Source height = 2.15 m

ROAD (0.00 + 61.83 + 0.00) = 61.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.76	0.00	-9.66	-1.27	0.00	0.00	0.00	61.83

Segment Leq : 61.83 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.50	0.00	-2.86	0.00	0.00	0.00	0.00	51.64

Segment Leq : 51.64 dBA

Total Leq All Segments: 64.85 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.54
(NIGHT): 64.85

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 13849/2758 veh/TimePeriod *
Medium truck volume : 606/121 veh/TimePeriod *
Heavy truck volume : 4849/966 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23149
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 25.12
Day (16 hrs) % of Total Volume : 83.39

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 15398/3156 veh/TimePeriod *
Medium truck volume : 519/106 veh/TimePeriod *
Heavy truck volume : 3582/734 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.66
Heavy Truck % of Total Volume : 18.37
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 16022/1389 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.02
  
```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.24 m

ROAD (0.00 + 73.13 + 0.00) = 73.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.42	0.00	-3.29	0.00	0.00	0.00	0.00	73.13

Segment Leq : 73.13 dBA

Results segment # 2: HC-NB (day)

Source height = 2.07 m

ROAD (0.00 + 74.97 + 0.00) = 74.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.25	0.00	-0.28	0.00	0.00	0.00	0.00	74.97

Segment Leq : 74.97 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.31 + 0.00) = 58.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.11	0.00	-3.80	0.00	0.00	0.00	0.00	58.31

Segment Leq : 58.31 dBA

Total Leq All Segments: 77.21 dBA

Results segment # 1: HC-SB (night)

Source height = 2.24 m

ROAD (0.00 + 68.75 + 0.00) = 68.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.43	0.00	-3.68	0.00	0.00	0.00	0.00	68.75

Segment Leq : 68.75 dBA

Results segment # 2: HC-NB (night)

Source height = 2.07 m

ROAD (0.00 + 70.34 + 0.00) = 70.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.37	0.00	-1.03	0.00	0.00	0.00	0.00	70.34

Segment Leq : 70.34 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.64 + 0.00) = 52.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.50	0.00	-1.86	0.00	0.00	0.00	0.00	52.64

Segment Leq : 52.64 dBA

Total Leq All Segments: 72.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.21
(NIGHT): 72.67

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9479/2251 veh/TimePeriod *
Medium truck volume : 568/135 veh/TimePeriod *
Heavy truck volume : 4732/1124 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 32.02
Day (16 hrs) % of Total Volume : 80.81

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 9160/2153 veh/TimePeriod *
Medium truck volume : 406/96 veh/TimePeriod *
Heavy truck volume : 3018/709 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15541
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.23
Heavy Truck % of Total Volume : 23.98
Day (16 hrs) % of Total Volume : 80.97

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.38 m

ROAD (0.00 + 70.81 + 0.00) = 70.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.18	0.00	-7.38	0.00	0.00	0.00	0.00	70.81

Segment Leq : 70.81 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.21 m

ROAD (0.00 + 70.07 + 0.00) = 70.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.37	0.00	-6.30	0.00	0.00	0.00	0.00	70.07

Segment Leq : 70.07 dBA

Total Leq All Segments: 73.47 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.38 m

ROAD (0.00 + 67.42 + 0.00) = 67.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.95	0.00	-7.53	0.00	0.00	0.00	0.00	67.42

Segment Leq : 67.42 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.21 m

ROAD (0.00 + 66.59 + 0.00) = 66.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.09	0.00	-6.50	0.00	0.00	0.00	0.00	66.59

Segment Leq : 66.59 dBA

Total Leq All Segments: 70.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 73.47
(NIGHT): 70.04

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9052/1837 veh/TimePeriod *
Medium truck volume : 556/113 veh/TimePeriod *
Heavy truck volume : 4681/950 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17188
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.89
Heavy Truck % of Total Volume : 32.76
Day (16 hrs) % of Total Volume : 83.13

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12015/3087 veh/TimePeriod *
Medium truck volume : 549/141 veh/TimePeriod *
Heavy truck volume : 4130/1061 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 24.74
Day (16 hrs) % of Total Volume : 79.56

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 8806/736 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9542
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29
    
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Talbot-EB (day)

Source height = 2.39 m

ROAD (0.00 + 59.09 + 0.00) = 59.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.13	0.00	-17.63	-1.41	0.00	0.00	0.00	59.09

Segment Leq : 59.09 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.23 m

ROAD (0.00 + 59.15 + 0.00) = 59.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.72	0.00	-17.14	-1.42	0.00	0.00	0.00	59.15

Segment Leq : 59.15 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 40.72 + 0.00) = 40.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.51	0.00	-17.33	-1.46	0.00	0.00	0.00	40.72

Segment Leq : 40.72 dBA

Total Leq All Segments: 62.16 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.39 m

ROAD (0.00 + 56.19 + 0.00) = 56.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.21	0.00	-16.77	-1.25	0.00	0.00	0.00	56.19

Segment Leq : 56.19 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.23 m

ROAD (0.00 + 57.24 + 0.00) = 57.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.83	0.00	-16.32	-1.26	0.00	0.00	0.00	57.24

Segment Leq : 57.24 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 33.85 + 0.00) = 33.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.74	0.00	-16.53	-1.35	0.00	0.00	0.00	33.85

Segment Leq : 33.85 dBA

Total Leq All Segments: 59.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.16
(NIGHT): 59.77

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8118/1839 veh/TimePeriod *
Medium truck volume : 480/109 veh/TimePeriod *
Heavy truck volume : 3912/886 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15345
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 31.27
Day (16 hrs) % of Total Volume : 81.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11407/2591 veh/TimePeriod *
Medium truck volume : 492/112 veh/TimePeriod *
Heavy truck volume : 3439/781 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18822
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 22.42
Day (16 hrs) % of Total Volume : 81.49

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 8806/736 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9542
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.36 m

ROAD (0.00 + 68.06 + 0.00) = 68.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.37	0.00	-9.31	0.00	0.00	0.00	0.00	68.06

Segment Leq : 68.06 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.18 m

ROAD (0.00 + 68.21 + 0.00) = 68.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.98	0.00	-8.77	0.00	0.00	0.00	0.00	68.21

Segment Leq : 68.21 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 59.51 + 0.00) = 59.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.51	0.00	0.00	0.00	0.00	0.00	0.00	59.51

Segment Leq : 59.51 dBA

Total Leq All Segments: 71.43 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.36 m

ROAD (0.00 + 65.16 + 0.00) = 65.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.93	0.00	-8.77	0.00	0.00	0.00	0.00	65.16

Segment Leq : 65.16 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.18 m

ROAD (0.00 + 65.40 + 0.00) = 65.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.56	0.00	-8.15	0.00	0.00	0.00	0.00	65.40

Segment Leq : 65.40 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 50.95 + 0.00) = 50.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.74	0.00	-0.79	0.00	0.00	0.00	0.00	50.95

Segment Leq : 50.95 dBA

Total Leq All Segments: 68.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.43
(NIGHT): 68.37

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8009/1810 veh/TimePeriod *
Medium truck volume : 474/107 veh/TimePeriod *
Heavy truck volume : 3861/872 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 31.28
Day (16 hrs) % of Total Volume : 81.57

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 11195/2570 veh/TimePeriod *
Medium truck volume : 484/111 veh/TimePeriod *
Heavy truck volume : 3390/778 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18528
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 22.50
Day (16 hrs) % of Total Volume : 81.33

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.36 m

ROAD (0.00 + 53.49 + 0.00) = 53.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.31	0.00	-22.41	-1.41	0.00	0.00	0.00	53.49

Segment Leq : 53.49 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.18 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.92	0.00	-22.18	-1.42	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Total Leq All Segments: 56.41 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.36 m

ROAD (0.00 + 51.78 + 0.00) = 51.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	73.86	0.00	-20.83	-1.26	0.00	0.00	0.00	51.78

Segment Leq : 51.78 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.18 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.54	0.00	-20.57	-1.27	0.00	0.00	0.00	51.70

Segment Leq : 51.70 dBA

Total Leq All Segments: 54.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.41
(NIGHT): 54.75

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8356/1828 veh/TimePeriod *
Medium truck volume : 432/94 veh/TimePeriod *
Heavy truck volume : 3414/747 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 27.98
Day (16 hrs) % of Total Volume : 82.05

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11465/2578 veh/TimePeriod *
Medium truck volume : 461/104 veh/TimePeriod *
Heavy truck volume : 3092/695 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18396
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.07
Heavy Truck % of Total Volume : 20.59
Day (16 hrs) % of Total Volume : 81.64

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 15108/1200 veh/TimePeriod *
Medium truck volume : 180/14 veh/TimePeriod *
Heavy truck volume : 126/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16639
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.17
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.64
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.30 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.30 ! 1.50 ! -0.74 ! 1.76
  
```

ROAD (0.00 + 59.85 + 0.00) = 59.85 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 76.83 0.00 -6.99 0.00 0.00 0.00 -9.99 59.85
-----
  
```

Segment Leq : 59.85 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.13 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.13 !	1.50 !	-0.74 !	1.76

ROAD (0.00 + 60.26 + 0.00) = 60.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.57	0.00	-5.95	0.00	0.00	0.00	-10.37	60.26

Segment Leq : 60.26 dBA

Results segment # 3: Howard (day)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.95 !	1.50 !	-1.08 !	1.42

ROAD (0.00 + 45.53 + 0.00) = 45.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.04	0.00	-10.62	0.00	0.00	0.00	-9.89	45.53

Segment Leq : 45.53 dBA

Total Leq All Segments: 63.15 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.30 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.30	!	4.50	!	1.24	!	3.74

ROAD (0.00 + 59.91 + 0.00) = 59.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.24	0.00	-7.16	0.00	0.00	0.00	-6.16	59.91

Segment Leq : 59.91 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.13 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.13	!	4.50	!	0.97	!	3.47

ROAD (0.00 + 60.09 + 0.00) = 60.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.10	0.00	-6.16	0.00	0.00	0.00	-6.85	60.09

Segment Leq : 60.09 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 4.50 ! 1.66 ! 4.16

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.04	0.00	-10.41	0.00	0.00	0.00	-5.64	41.98

Segment Leq : 41.98 dBA

Total Leq All Segments: 63.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.15
(NIGHT): 63.05

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10039/2237 veh/TimePeriod *
Medium truck volume : 424/94 veh/TimePeriod *
Heavy truck volume : 2958/659 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.16
Heavy Truck % of Total Volume : 22.04
Day (16 hrs) % of Total Volume : 81.78

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12873/2633 veh/TimePeriod *
Medium truck volume : 437/89 veh/TimePeriod *
Heavy truck volume : 2516/515 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19063
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.76
Heavy Truck % of Total Volume : 15.90
Day (16 hrs) % of Total Volume : 83.02

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 15108/1200 veh/TimePeriod *
Medium truck volume : 180/14 veh/TimePeriod *
Heavy truck volume : 126/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16639
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.17
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.64
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.17 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 76.34 0.00 -6.23 0.00 0.00 0.00 0.00 -7.36 62.75
-----
  
```

Segment Leq : 62.75 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.00	!	1.50	!	1.64	!	1.64

ROAD (0.00 + 63.55 + 0.00) = 63.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.87	0.00	-4.77	0.00	0.00	0.00	-7.54	63.55

Segment Leq : 63.55 dBA

Results segment # 3: Howard (day)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.95	!	1.50	!	1.45	!	1.45

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.04	0.00	-9.41	0.00	0.00	0.00	-7.59	49.03

Segment Leq : 49.03 dBA

Total Leq All Segments: 66.26 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	4.04	4.04

ROAD (0.00 + 66.39 + 0.00) = 66.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.83	0.00	-6.43	0.00	0.00	0.00	-3.00	63.39*
-90	90	0.00	72.83	0.00	-6.43	0.00	0.00	0.00	0.00	66.39

* Bright Zone !

Segment Leq : 66.39 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.00 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.00	4.50	3.78	3.78

ROAD (0.00 + 66.84 + 0.00) = 66.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.99	0.00	-5.14	0.00	0.00	0.00	-3.97	62.87*
-90	90	0.00	71.99	0.00	-5.14	0.00	0.00	0.00	0.00	66.84

* Bright Zone !

Segment Leq : 66.84 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 4.50 ! 4.08 ! 4.08

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.04	0.00	-9.51	0.00	0.00	0.00	-3.49	45.03*
-90	90	0.00	58.04	0.00	-9.51	0.00	0.00	0.00	0.00	48.53

* Bright Zone !

Segment Leq : 48.53 dBA

Total Leq All Segments: 69.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.26
(NIGHT): 69.66

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10039/2237 veh/TimePeriod *
Medium truck volume : 424/94 veh/TimePeriod *
Heavy truck volume : 2958/659 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.16
Heavy Truck % of Total Volume : 22.04
Day (16 hrs) % of Total Volume : 81.78

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 12873/2633 veh/TimePeriod *
Medium truck volume : 437/89 veh/TimePeriod *
Heavy truck volume : 2516/515 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19063
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.76
Heavy Truck % of Total Volume : 15.90
Day (16 hrs) % of Total Volume : 83.02
  
```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.17 ! 1.50 ! 1.59 ! 1.59
  
```

ROAD (0.00 + 62.02 + 0.00) = 62.02 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 76.34 0.00 -6.30 0.00 0.00 0.00 0.00 -8.02 62.02
-----
  
```

Segment Leq : 62.02 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.00 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.00	1.50	1.65	1.65

ROAD (0.00 + 62.26 + 0.00) = 62.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	75.87	0.00	-4.19	-1.10	0.00	0.00	-8.31	62.26

Segment Leq : 62.26 dBA

Total Leq All Segments: 65.15 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	4.08	4.08

ROAD (0.00 + 66.33 + 0.00) = 66.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.83	0.00	-6.50	0.00	0.00	0.00	-2.59	63.73*
-90	90	0.00	72.83	0.00	-6.50	0.00	0.00	0.00	0.00	66.33

* Bright Zone !

Segment Leq : 66.33 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.00	!	4.50	!	3.48	!	3.48

ROAD (0.00 + 65.59 + 0.00) = 65.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	71.99	0.00	-4.51	-0.92	0.00	0.00	-4.57	61.98*
-90	90	0.56	71.99	0.00	-5.12	-1.28	0.00	0.00	0.00	65.59

* Bright Zone !

Segment Leq : 65.59 dBA

Total Leq All Segments: 68.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.15
(NIGHT): 68.99

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401_NB (day/night)

Car traffic volume : 3497/1220 veh/TimePeriod *
Medium truck volume : 275/96 veh/TimePeriod *
Heavy truck volume : 2400/838 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8325
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 38.89
Day (16 hrs) % of Total Volume : 74.13

Data for Segment # 1: Hwy 401_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401_SB (day/night)

```

-----
Car traffic volume : 2726/1293 veh/TimePeriod *
Medium truck volume : 223/106 veh/TimePeriod *
Heavy truck volume : 1731/821 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6901
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.77
Heavy Truck % of Total Volume : 36.99
Day (16 hrs) % of Total Volume : 67.82
  
```

Data for Segment # 2: Hwy 401_SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401_NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
  
```

ROAD (0.00 + 58.37 + 0.00) = 58.37 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 76.68 0.00 -10.22 -1.08 0.00 0.00 -7.01 58.37
-----
  
```

Segment Leq : 58.37 dBA

Results segment # 2: Hwy 401_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 58.49 + 0.00) = 58.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	75.30	0.00	-8.73	-1.08	0.00	0.00	-7.01	58.49

Segment Leq : 58.49 dBA

Total Leq All Segments: 61.44 dBA

Results segment # 1: Hwy 401_NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.02	4.02

ROAD (0.00 + 62.73 + 0.00) = 62.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	75.12	0.00	-9.81	-0.90	0.00	0.00	-3.65	60.75*
-90	90	0.54	75.12	0.00	-11.13	-1.25	0.00	0.00	0.00	62.73

* Bright Zone !

Segment Leq : 62.73 dBA

Results segment # 2: Hwy 401_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.07	!	4.07

ROAD (0.00 + 64.20 + 0.00) = 64.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	75.07	0.00	-8.48	-0.90	0.00	0.00	-2.82	62.88*
-90	90	0.54	75.07	0.00	-9.62	-1.25	0.00	0.00	0.00	64.20

* Bright Zone !

Segment Leq : 64.20 dBA

Total Leq All Segments: 66.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.44
(NIGHT): 66.54

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 20014/1963 veh/TimePeriod *
Medium truck volume : 324/32 veh/TimePeriod *
Heavy truck volume : 445/44 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22821
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 2.14
Day (16 hrs) % of Total Volume : 91.07

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 21323/1551 veh/TimePeriod *
Medium truck volume : 310/23 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.42
Heavy Truck % of Total Volume : 0.95
Day (16 hrs) % of Total Volume : 93.22

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Malden (day/night)

Car traffic volume : 9429/912 veh/TimePeriod *
Medium truck volume : 356/34 veh/TimePeriod *
Heavy truck volume : 706/68 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.39
Heavy Truck % of Total Volume : 6.73
Day (16 hrs) % of Total Volume : 91.18

Data for Segment # 3: Malden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Spring Garde (day/night)

```

-----
Car traffic volume : 4651/393 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

```

Data for Segment # 4: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.21 m

ROAD (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.90	0.00	-23.28	-1.46	0.00	0.00	0.00	49.16

Segment Leq : 49.16 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 48.17 + 0.00) = 48.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.26	0.00	-23.63	-1.46	0.00	0.00	0.00	48.17

Segment Leq : 48.17 dBA

Results segment # 3: Malden (day)

Source height = 1.61 m

ROAD (0.00 + 63.61 + 0.00) = 63.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.17	0.00	-5.56	0.00	0.00	0.00	0.00	63.61

Segment Leq : 63.61 dBA

Results segment # 4: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.58 + 0.00) = 53.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.74	0.00	-3.15	0.00	0.00	0.00	0.00	53.58

Segment Leq : 53.58 dBA

Total Leq All Segments: 64.27 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.21 m

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.84	0.00	-22.20	-1.32	0.00	0.00	0.00	43.32

Segment Leq : 43.32 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 40.94 + 0.00) = 40.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.90	0.00	-22.62	-1.33	0.00	0.00	0.00	40.94

Segment Leq : 40.94 dBA

Results segment # 3: Malden (night)

Source height = 1.61 m

ROAD (0.00 + 56.22 + 0.00) = 56.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.02	0.00	-5.80	0.00	0.00	0.00	0.00	56.22

Segment Leq : 56.22 dBA

Results segment # 4: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.01	0.00	-0.54	0.00	0.00	0.00	0.00	48.47

Segment Leq : 48.47 dBA

Total Leq All Segments: 57.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.27
(NIGHT): 57.18

STAMSON 5.0 NORMAL REPORT Date: 19-02-2007 19:49:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 20014/1963 veh/TimePeriod *
Medium truck volume : 324/32 veh/TimePeriod *
Heavy truck volume : 445/44 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22821
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 2.14
Day (16 hrs) % of Total Volume : 91.07

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 21323/1551 veh/TimePeriod *
Medium truck volume : 310/23 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.42
Heavy Truck % of Total Volume : 0.95
Day (16 hrs) % of Total Volume : 93.22

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 322.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Spring garde (day/night)

Car traffic volume : 4651/393 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 3: Spring garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC NB (day/night)

Car traffic volume : 20596/4989 veh/TimePeriod *
Medium truck volume : 664/161 veh/TimePeriod *
Heavy truck volume : 4472/1083 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31965
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.58
Heavy Truck % of Total Volume : 17.38
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 4: HC NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: HC SB (day/night)

```

-----
Car traffic volume : 17604/3504 veh/TimePeriod *
Medium truck volume : 803/160 veh/TimePeriod *
Heavy truck volume : 6155/1225 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29451
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.27
Heavy Truck % of Total Volume : 25.06
Day (16 hrs) % of Total Volume : 83.40

```

Data for Segment # 5: HC SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.21 m

ROAD (0.00 + 50.36 + 0.00) = 50.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.90	0.00	-22.08	-1.46	0.00	0.00	0.00	50.36

Segment Leq : 50.36 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 49.31 + 0.00) = 49.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.26	0.00	-22.50	-1.46	0.00	0.00	0.00	49.31

Segment Leq : 49.31 dBA

Results segment # 3: Spring garde (day)

Source height = 0.50 m

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.74	0.00	-5.46	-1.46	0.00	0.00	0.00	49.82

Segment Leq : 49.82 dBA

Results segment # 4: HC NB (day)

Source height = 2.04 m

ROAD (0.00 + 49.83 + 0.00) = 49.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.24	0.00	-24.97	-1.43	0.00	0.00	0.00	49.83

Segment Leq : 49.83 dBA

Results segment # 5: HC SB (day)

Source height = 2.24 m

ROAD (0.00 + 51.35 + 0.00) = 51.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.47	0.00	-24.70	-1.42	0.00	0.00	0.00	51.35

Segment Leq : 51.35 dBA

Total Leq All Segments: 57.18 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.21 m

ROAD (0.00 + 44.71 + 0.00) = 44.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.84	0.00	-20.81	-1.32	0.00	0.00	0.00	44.71

Segment Leq : 44.71 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.90	0.00	-21.11	-1.33	0.00	0.00	0.00	42.45

Segment Leq : 42.45 dBA

Results segment # 3: Spring garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.32 + 0.00) = 45.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.01	0.00	-2.34	-1.35	0.00	0.00	0.00	45.32

Segment Leq : 45.32 dBA

Results segment # 4: HC NB (night)

Source height = 2.04 m

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.09	0.00	-23.55	-1.27	0.00	0.00	0.00	48.26

Segment Leq : 48.26 dBA

Results segment # 5: HC SB (night)

Source height = 2.24 m

ROAD (0.00 + 48.92 + 0.00) = 48.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.47	0.00	-23.28	-1.26	0.00	0.00	0.00	48.92

Segment Leq : 48.92 dBA

Total Leq All Segments: 53.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.18
(NIGHT): 53.54

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 20014/1963 veh/TimePeriod *
Medium truck volume : 324/32 veh/TimePeriod *
Heavy truck volume : 445/44 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22821
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 2.14
Day (16 hrs) % of Total Volume : 91.07

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 21323/1551 veh/TimePeriod *
Medium truck volume : 310/23 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.42
Heavy Truck % of Total Volume : 0.95
Day (16 hrs) % of Total Volume : 93.22

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC-SB (day/night)

Car traffic volume : 17604/3504 veh/TimePeriod *
Medium truck volume : 803/160 veh/TimePeriod *
Heavy truck volume : 6155/1225 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29451
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.27
Heavy Truck % of Total Volume : 25.06
Day (16 hrs) % of Total Volume : 83.40

Data for Segment # 3: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC-NB (day/night)

Car traffic volume : 20596/4989 veh/TimePeriod *
Medium truck volume : 664/161 veh/TimePeriod *
Heavy truck volume : 4472/1083 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31965
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.58
Heavy Truck % of Total Volume : 17.38
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 4: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 4651/393 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 115.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: EC Row EB (day)

Source height = 1.21 m

ROAD (0.00 + 48.33 + 0.00) = 48.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.90	0.00	-24.11	-1.46	0.00	0.00	0.00	48.33

Segment Leq : 48.33 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 47.37 + 0.00) = 47.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.26	0.00	-24.44	-1.46	0.00	0.00	0.00	47.37

Segment Leq : 47.37 dBA

Results segment # 3: HC-SB (day)

Source height = 2.24 m

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.47	0.00	-21.45	-1.42	0.00	0.00	0.00	54.60

Segment Leq : 54.60 dBA

Results segment # 4: HC-NB (day)

Source height = 2.04 m

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.24	0.00	-21.89	-1.43	0.00	0.00	0.00	52.92

Segment Leq : 52.92 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 40.79 + 0.00) = 40.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.74	0.00	-14.49	-1.46	0.00	0.00	0.00	40.79

Segment Leq : 40.79 dBA

Total Leq All Segments: 57.92 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.21 m

ROAD (0.00 + 42.54 + 0.00) = 42.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.84	0.00	-22.97	-1.32	0.00	0.00	0.00	42.54

Segment Leq : 42.54 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 40.18 + 0.00) = 40.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.90	0.00	-23.39	-1.33	0.00	0.00	0.00	40.18

Segment Leq : 40.18 dBA

Results segment # 3: HC-SB (night)

Source height = 2.24 m

ROAD (0.00 + 52.00 + 0.00) = 52.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.47	0.00	-20.21	-1.26	0.00	0.00	0.00	52.00

Segment Leq : 52.00 dBA

Results segment # 4: HC-NB (night)

Source height = 2.04 m

ROAD (0.00 + 51.19 + 0.00) = 51.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.09	0.00	-20.63	-1.27	0.00	0.00	0.00	51.19

Segment Leq : 51.19 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 33.51 + 0.00) = 33.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.01	0.00	-14.15	-1.35	0.00	0.00	0.00	33.51

Segment Leq : 33.51 dBA

Total Leq All Segments: 55.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.92
(NIGHT): 55.06

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16147/3082 veh/TimePeriod *
Medium truck volume : 849/162 veh/TimePeriod *
Heavy truck volume : 6525/1246 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 27.74
Day (16 hrs) % of Total Volume : 83.97

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17422/4121 veh/TimePeriod *
Medium truck volume : 673/159 veh/TimePeriod *
Heavy truck volume : 4487/1061 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27924
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.98
Heavy Truck % of Total Volume : 19.87
Day (16 hrs) % of Total Volume : 80.87

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 16027/1460 veh/TimePeriod *
Medium truck volume : 211/19 veh/TimePeriod *
Heavy truck volume : 106/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17833
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.65
  
```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 345.00 / 348.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.29 m

ROAD (0.00 + 58.61 + 0.00) = 58.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.69	0.00	-17.66	-1.42	0.00	0.00	0.00	58.61

Segment Leq : 58.61 dBA

Results segment # 2: HC-NB (day)

Source height = 2.11 m

ROAD (0.00 + 56.56 + 0.00) = 56.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.20	0.00	-18.21	-1.43	0.00	0.00	0.00	56.56

Segment Leq : 56.56 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

ROAD (0.00 + 40.11 + 0.00) = 40.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-22.60	-1.46	0.00	0.00	0.00	40.11

Segment Leq : 40.11 dBA

Total Leq All Segments: 60.75 dBA

Results segment # 1: HC-SB (night)

Source height = 2.30 m

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.51	0.00	-16.34	-1.26	0.00	0.00	0.00	55.91

Segment Leq : 55.91 dBA

Results segment # 2: HC-NB (night)

Source height = 2.11 m

ROAD (0.00 + 54.64 + 0.00) = 54.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.94	0.00	-17.04	-1.27	0.00	0.00	0.00	54.64

Segment Leq : 54.64 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

ROAD (0.00 + 33.79 + 0.00) = 33.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.81	0.00	-21.68	-1.33	0.00	0.00	0.00	33.79

Segment Leq : 33.79 dBA

Total Leq All Segments: 58.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.75
(NIGHT): 58.35

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16147/3082 veh/TimePeriod *
Medium truck volume : 849/162 veh/TimePeriod *
Heavy truck volume : 6525/1246 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 27.74
Day (16 hrs) % of Total Volume : 83.97

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17422/4121 veh/TimePeriod *
Medium truck volume : 673/159 veh/TimePeriod *
Heavy truck volume : 4487/1061 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27924
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.98
Heavy Truck % of Total Volume : 19.87
Day (16 hrs) % of Total Volume : 80.87

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

Car traffic volume : 16027/1460 veh/TimePeriod *
Medium truck volume : 211/19 veh/TimePeriod *
Heavy truck volume : 106/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17833
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.65

Data for Segment # 3: Lambton (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC-SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.86 + 0.00) = 61.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.69	0.00	-13.61	-1.26	0.00	0.00	-5.00	57.82*
-90	90	0.64	77.69	0.00	-14.41	-1.42	0.00	0.00	0.00	61.86

* Bright Zone !

Segment Leq : 61.86 dBA

Results segment # 2: HC-NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	1.53 !	1.53

ROAD (0.00 + 59.37 + 0.00) = 59.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.20	0.00	-14.54	-1.27	0.00	0.00	-5.00	55.39*
-90	90	0.64	76.20	0.00	-15.40	-1.43	0.00	0.00	0.00	59.37

* Bright Zone !

Segment Leq : 59.37 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.38 !	1.38

ROAD (0.00 + 56.09 + 0.00) = 56.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.17	0.00	-3.01	0.00	0.00	0.00	-5.07	56.09

Segment Leq : 56.09 dBA

Total Leq All Segments: 64.48 dBA

Results segment # 1: HC-SB (night)

Source height = 2.30 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.30 !	4.50 !	4.44 !	4.44

ROAD (0.00 + 58.81 + 0.00) = 58.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	73.51	0.00	-12.65	-1.09	0.00	0.00	-0.07	59.70*
-90	90	0.55	73.51	0.00	-13.44	-1.26	0.00	0.00	0.00	58.81

* Bright Zone !

Segment Leq : 58.81 dBA

Results segment # 2: HC-NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	4.50	4.37	4.37

ROAD (0.00 + 57.28 + 0.00) = 57.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	72.94	0.00	-13.55	-1.10	0.00	0.00	-0.14	58.15*
-90	90	0.55	72.94	0.00	-14.39	-1.27	0.00	0.00	0.00	57.28

* Bright Zone !

Segment Leq : 57.28 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.90	4.90

ROAD (0.00 + 56.02 + 0.00) = 56.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.81	0.00	-0.79	0.00	0.00	0.00	99.00	155.02
-90	90	0.00	56.81	0.00	-0.79	0.00	0.00	0.00	0.00	56.02

* Bright Zone !

Segment Leq : 56.02 dBA

Total Leq All Segments: 62.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.48
(NIGHT): 62.29

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16133/3351 veh/TimePeriod *
Medium truck volume : 808/168 veh/TimePeriod *
Heavy truck volume : 6423/1334 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.46
Heavy Truck % of Total Volume : 27.49
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 15950/3688 veh/TimePeriod *
Medium truck volume : 630/146 veh/TimePeriod *
Heavy truck volume : 4362/1009 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25785
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.01
Heavy Truck % of Total Volume : 20.83
Day (16 hrs) % of Total Volume : 81.22

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```
-----
Car traffic volume : 16027/1460 veh/TimePeriod *
Medium truck volume : 211/19 veh/TimePeriod *
Heavy truck volume : 106/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 17833
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.65
```

Data for Segment # 3: Lambton (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: HC-SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.29 ! 1.50 ! -0.42 ! 1.58
```

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.62 0.00 -7.97 0.00 0.00 0.00 -9.99 59.66
-----
```

Segment Leq : 59.66 dBA

Results segment # 2: HC-NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	-0.45 !	1.55

ROAD (0.00 + 57.43 + 0.00) = 57.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.05	0.00	-8.61	0.00	0.00	0.00	-10.01	57.43

Segment Leq : 57.43 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	-0.59 !	1.41

ROAD (0.00 + 47.52 + 0.00) = 47.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.17	0.00	-6.09	0.00	0.00	0.00	-10.55	47.52

Segment Leq : 47.52 dBA

Total Leq All Segments: 61.86 dBA

Results segment # 1: HC-SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	2.35	4.35

ROAD (0.00 + 65.97 + 0.00) = 65.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.80	0.00	-7.83	0.00	0.00	0.00	-4.08	61.90*
-90	90	0.00	73.80	0.00	-7.83	0.00	0.00	0.00	0.00	65.97

* Bright Zone !

Segment Leq : 65.97 dBA

Results segment # 2: HC-NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.37	4.37

ROAD (0.00 + 64.21 + 0.00) = 64.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.70	0.00	-8.49	0.00	0.00	0.00	-4.04	60.17*
-90	90	0.00	72.70	0.00	-8.49	0.00	0.00	0.00	0.00	64.21

* Bright Zone !

Segment Leq : 64.21 dBA

Results segment # 3: Lambton (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	4.50	!	1.83	!	3.83

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.81	0.00	-6.30	0.00	0.00	0.00	-5.00	45.51

Segment Leq : 45.51 dBA

Total Leq All Segments: 68.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.86
(NIGHT): 68.21

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16357/3296 veh/TimePeriod *
Medium truck volume : 838/169 veh/TimePeriod *
Heavy truck volume : 6677/1345 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.51
Heavy Truck % of Total Volume : 27.97
Day (16 hrs) % of Total Volume : 83.23

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

```

-----
Car traffic volume : 15895/3663 veh/TimePeriod *
Medium truck volume : 642/148 veh/TimePeriod *
Heavy truck volume : 4446/1025 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25820
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.19
Day (16 hrs) % of Total Volume : 81.27

```

Data for Segment # 2: HC-NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.30 m

ROAD (0.00 + 58.67 + 0.00) = 58.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.78	0.00	-17.69	-1.42	0.00	0.00	0.00	58.67

Segment Leq : 58.67 dBA

Results segment # 2: HC-NB (day)

Source height = 2.15 m

ROAD (0.00 + 56.32 + 0.00) = 56.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.13	0.00	-18.38	-1.42	0.00	0.00	0.00	56.32

Segment Leq : 56.32 dBA

Total Leq All Segments: 60.66 dBA

Results segment # 1: HC-SB (night)

Source height = 2.30 m

ROAD (0.00 + 55.93 + 0.00) = 55.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.83	0.00	-16.65	-1.26	0.00	0.00	0.00	55.93

Segment Leq : 55.93 dBA

Results segment # 2: HC-NB (night)

Source height = 2.15 m

ROAD (0.00 + 54.22 + 0.00) = 54.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.76	0.00	-17.27	-1.27	0.00	0.00	0.00	54.22

Segment Leq : 54.22 dBA

Total Leq All Segments: 58.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.66
(NIGHT): 58.17

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16357/3296 veh/TimePeriod *
Medium truck volume : 838/169 veh/TimePeriod *
Heavy truck volume : 6677/1345 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.51
Heavy Truck % of Total Volume : 27.97
Day (16 hrs) % of Total Volume : 83.23

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 15895/3663 veh/TimePeriod *
Medium truck volume : 642/148 veh/TimePeriod *
Heavy truck volume : 4446/1025 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25820
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.19
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 19041/1396 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20437
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.17

```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.30 m

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.78	0.00	-22.74	-1.42	0.00	0.00	0.00	53.63

Segment Leq : 53.63 dBA

Results segment # 2: HC-NB (day)

Source height = 2.15 m

ROAD (0.00 + 51.58 + 0.00) = 51.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.13	0.00	-23.12	-1.42	0.00	0.00	0.00	51.58

Segment Leq : 51.58 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 57.90 + 0.00) = 57.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.86	0.00	-4.96	0.00	0.00	0.00	0.00	57.90

Segment Leq : 57.90 dBA

Total Leq All Segments: 59.96 dBA

Results segment # 1: HC-SB (night)

Source height = 2.30 m

ROAD (0.00 + 51.14 + 0.00) = 51.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.83	0.00	-21.43	-1.26	0.00	0.00	0.00	51.14

Segment Leq : 51.14 dBA

Results segment # 2: HC-NB (night)

Source height = 2.15 m

ROAD (0.00 + 49.73 + 0.00) = 49.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.76	0.00	-21.77	-1.27	0.00	0.00	0.00	49.73

Segment Leq : 49.73 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.52	0.00	-2.22	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Total Leq All Segments: 55.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.96
(NIGHT): 55.95

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC Rd-SB (day/night)

Car traffic volume : 13849/2758 veh/TimePeriod *
Medium truck volume : 606/121 veh/TimePeriod *
Heavy truck volume : 4849/966 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23149
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 25.12
Day (16 hrs) % of Total Volume : 83.39

Data for Segment # 1: HC Rd-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC Rd-NB (day/night)

Car traffic volume : 15398/3156 veh/TimePeriod *
Medium truck volume : 519/106 veh/TimePeriod *
Heavy truck volume : 3582/734 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.66
Heavy Truck % of Total Volume : 18.37
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 2: HC Rd-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 19041/1396 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20437
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.17
  
```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC Rd-SB (day)

Source height = 2.24 m

ROAD (0.00 + 52.01 + 0.00) = 52.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.42	0.00	-22.99	-1.42	0.00	0.00	0.00	52.01

Segment Leq : 52.01 dBA

Results segment # 2: HC Rd-NB (day)

Source height = 2.07 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.25	0.00	-23.41	-1.43	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 54.70 + 0.00) = 54.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-6.70	-1.46	0.00	0.00	0.00	54.70

Segment Leq : 54.70 dBA

Total Leq All Segments: 57.51 dBA

Results segment # 1: HC Rd-SB (night)

Source height = 2.24 m

ROAD (0.00 + 49.69 + 0.00) = 49.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.43	0.00	-21.47	-1.26	0.00	0.00	0.00	49.69

Segment Leq : 49.69 dBA

Results segment # 2: HC Rd-NB (night)

Source height = 2.07 m

ROAD (0.00 + 48.32 + 0.00) = 48.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	71.37	0.00	-21.78	-1.27	0.00	0.00	0.00	48.32

Segment Leq : 48.32 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.52	0.00	-4.08	-1.35	0.00	0.00	0.00	49.08

Segment Leq : 49.08 dBA

Total Leq All Segments: 53.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.51
(NIGHT): 53.84

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot EB (day/night)

Car traffic volume : 9487/2254 veh/TimePeriod *
Medium truck volume : 562/133 veh/TimePeriod *
Heavy truck volume : 4729/1124 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 32.00
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 1: Talbot EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot WB (day/night)

Car traffic volume : 9164/2150 veh/TimePeriod *
Medium truck volume : 403/94 veh/TimePeriod *
Heavy truck volume : 3021/709 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15541
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.20
Heavy Truck % of Total Volume : 24.00
Day (16 hrs) % of Total Volume : 81.00

Data for Segment # 2: Talbot WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC line (day/night)

```

-----
Car traffic volume : 14715/1176 veh/TimePeriod *
Medium truck volume : 180/14 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16215
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 92.60

```

Data for Segment # 3: HC line (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot EB (day)

Source height = 2.38 m

ROAD (0.00 + 56.18 + 0.00) = 56.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.18	0.00	-20.59	-1.41	0.00	0.00	0.00	56.18

Segment Leq : 56.18 dBA

Results segment # 2: Talbot WB (day)

Source height = 2.21 m

ROAD (0.00 + 54.00 + 0.00) = 54.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.37	0.00	-20.95	-1.42	0.00	0.00	0.00	54.00

Segment Leq : 54.00 dBA

Results segment # 3: HC line (day)

Source height = 0.95 m

ROAD (0.00 + 45.39 + 0.00) = 45.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.91	0.00	-19.06	-1.46	0.00	0.00	0.00	45.39

Segment Leq : 45.39 dBA

Total Leq All Segments: 58.46 dBA

Results segment # 1: Talbot EB (night)

Source height = 2.38 m

ROAD (0.00 + 54.34 + 0.00) = 54.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.95	0.00	-19.35	-1.26	0.00	0.00	0.00	54.34

Segment Leq : 54.34 dBA

Results segment # 2: Talbot WB (night)

Source height = 2.21 m

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.09	0.00	-19.71	-1.26	0.00	0.00	0.00	52.12

Segment Leq : 52.12 dBA

Results segment # 3: HC line (night)

Source height = 0.96 m

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.98	0.00	-18.31	-1.33	0.00	0.00	0.00	38.34

Segment Leq : 38.34 dBA

Total Leq All Segments: 56.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.46
(NIGHT): 56.45

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9479/2251 veh/TimePeriod *
Medium truck volume : 568/135 veh/TimePeriod *
Heavy truck volume : 4732/1124 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 32.02
Day (16 hrs) % of Total Volume : 80.81

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 9160/2153 veh/TimePeriod *
Medium truck volume : 406/96 veh/TimePeriod *
Heavy truck volume : 3018/709 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15541
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.23
Heavy Truck % of Total Volume : 23.98
Day (16 hrs) % of Total Volume : 80.97

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.38 m

ROAD (0.00 + 60.07 + 0.00) = 60.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.18	0.00	-16.71	-1.41	0.00	0.00	0.00	60.07

Segment Leq : 60.07 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.21 m

ROAD (0.00 + 57.47 + 0.00) = 57.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.37	0.00	-17.48	-1.42	0.00	0.00	0.00	57.47

Segment Leq : 57.47 dBA

Total Leq All Segments: 61.97 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.38 m

ROAD (0.00 + 57.79 + 0.00) = 57.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.95	0.00	-15.91	-1.26	0.00	0.00	0.00	57.79

Segment Leq : 57.79 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.21 m

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.09	0.00	-16.64	-1.26	0.00	0.00	0.00	55.19

Segment Leq : 55.19 dBA

Total Leq All Segments: 59.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.97
(NIGHT): 59.69

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9052/1837 veh/TimePeriod *
Medium truck volume : 556/113 veh/TimePeriod *
Heavy truck volume : 4681/950 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17188
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.89
Heavy Truck % of Total Volume : 32.76
Day (16 hrs) % of Total Volume : 83.13

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12015/3087 veh/TimePeriod *
Medium truck volume : 549/141 veh/TimePeriod *
Heavy truck volume : 4130/1061 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 24.74
Day (16 hrs) % of Total Volume : 79.56

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 15084/1040 veh/TimePeriod *
Medium truck volume : 449/31 veh/TimePeriod *
Heavy truck volume : 225/16 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.85
Heavy Truck % of Total Volume : 1.43
Day (16 hrs) % of Total Volume : 93.55
  
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.39 m

ROAD (0.00 + 57.63 + 0.00) = 57.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.13	0.00	-19.08	-1.41	0.00	0.00	0.00	57.63

Segment Leq : 57.63 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.23 m

ROAD (0.00 + 56.66 + 0.00) = 56.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.72	0.00	-19.64	-1.42	0.00	0.00	0.00	56.66

Segment Leq : 56.66 dBA

Results segment # 3: Cousineau (day)

Source height = 1.09 m

ROAD (0.00 + 58.45 + 0.00) = 58.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.59	0.00	-5.68	-1.46	0.00	0.00	0.00	58.45

Segment Leq : 58.45 dBA

Total Leq All Segments: 62.41 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.39 m

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.21	0.00	-17.81	-1.25	0.00	0.00	0.00	55.14

Segment Leq : 55.14 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.23 m

ROAD (0.00 + 55.21 + 0.00) = 55.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.83	0.00	-18.35	-1.26	0.00	0.00	0.00	55.21

Segment Leq : 55.21 dBA

Results segment # 3: Cousineau (night)

Source height = 1.10 m

ROAD (0.00 + 53.41 + 0.00) = 53.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.04	0.00	-2.31	-1.32	0.00	0.00	0.00	53.41

Segment Leq : 53.41 dBA

Total Leq All Segments: 59.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.41
(NIGHT): 59.43

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8118/1839 veh/TimePeriod *
Medium truck volume : 480/109 veh/TimePeriod *
Heavy truck volume : 3912/886 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15345
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 31.27
Day (16 hrs) % of Total Volume : 81.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11407/2591 veh/TimePeriod *
Medium truck volume : 492/112 veh/TimePeriod *
Heavy truck volume : 3439/781 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18822
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 22.42
Day (16 hrs) % of Total Volume : 81.49

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 15084/1040 veh/TimePeriod *
Medium truck volume : 449/31 veh/TimePeriod *
Heavy truck volume : 225/16 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.85
Heavy Truck % of Total Volume : 1.43
Day (16 hrs) % of Total Volume : 93.55

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.36 m

ROAD (0.00 + 70.21 + 0.00) = 70.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.37	0.00	-7.16	0.00	0.00	0.00	0.00	70.21

Segment Leq : 70.21 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.18 m

ROAD (0.00 + 69.01 + 0.00) = 69.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.98	0.00	-7.97	0.00	0.00	0.00	0.00	69.01

Segment Leq : 69.01 dBA

Results segment # 3: Cousineau (day)

Source height = 1.09 m

ROAD (0.00 + 61.23 + 0.00) = 61.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-4.37	0.00	0.00	0.00	0.00	61.23

Segment Leq : 61.23 dBA

Total Leq All Segments: 72.96 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.36 m

ROAD (0.00 + 66.94 + 0.00) = 66.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.93	0.00	-6.99	0.00	0.00	0.00	0.00	66.94

Segment Leq : 66.94 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.18 m

ROAD (0.00 + 65.73 + 0.00) = 65.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.56	0.00	-7.83	0.00	0.00	0.00	0.00	65.73

Segment Leq : 65.73 dBA

Results segment # 3: Cousineau (night)

Source height = 1.10 m

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.04	0.00	-3.68	0.00	0.00	0.00	0.00	53.36

Segment Leq : 53.36 dBA

Total Leq All Segments: 69.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.96
(NIGHT): 69.49

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8118/1839 veh/TimePeriod *
Medium truck volume : 480/109 veh/TimePeriod *
Heavy truck volume : 3912/886 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15345
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 31.27
Day (16 hrs) % of Total Volume : 81.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 11407/2591 veh/TimePeriod *
Medium truck volume : 492/112 veh/TimePeriod *
Heavy truck volume : 3439/781 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18822
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 22.42
Day (16 hrs) % of Total Volume : 81.49

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.36 m

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.37	0.00	-11.42	-1.41	0.00	0.00	0.00	64.54

Segment Leq : 64.54 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.18 m

ROAD (0.00 + 62.96 + 0.00) = 62.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.98	0.00	-12.60	-1.42	0.00	0.00	0.00	62.96

Segment Leq : 62.96 dBA

Total Leq All Segments: 66.83 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.36 m

ROAD (0.00 + 61.62 + 0.00) = 61.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	73.93	0.00	-11.06	-1.26	0.00	0.00	0.00	61.62

Segment Leq : 61.62 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.18 m

ROAD (0.00 + 60.08 + 0.00) = 60.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.56	0.00	-12.21	-1.27	0.00	0.00	0.00	60.08

Segment Leq : 60.08 dBA

Total Leq All Segments: 63.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.83
(NIGHT): 63.93

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8356/1828 veh/TimePeriod *
Medium truck volume : 432/94 veh/TimePeriod *
Heavy truck volume : 3414/747 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 27.98
Day (16 hrs) % of Total Volume : 82.05

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11465/2578 veh/TimePeriod *
Medium truck volume : 461/104 veh/TimePeriod *
Heavy truck volume : 3092/695 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18396
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.07
Heavy Truck % of Total Volume : 20.59
Day (16 hrs) % of Total Volume : 81.64

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 11017/893   veh/TimePeriod  *
Medium truck volume :   181/15   veh/TimePeriod  *
Heavy truck volume  :    90/7    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12203
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 1.60
Heavy Truck % of Total Volume     : 0.80
Day (16 hrs) % of Total Volume    : 92.50
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography     :      1      (Flat/gentle slope; no barrier)
Reference angle :      0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.30 m

ROAD (0.00 + 56.49 + 0.00) = 56.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.83	0.00	-18.92	-1.42	0.00	0.00	0.00	56.49

Segment Leq : 56.49 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.13 m

ROAD (0.00 + 55.69 + 0.00) = 55.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.57	0.00	-19.46	-1.42	0.00	0.00	0.00	55.69

Segment Leq : 55.69 dBA

Results segment # 3: Howard (day)

Source height = 0.94 m

ROAD (0.00 + 54.12 + 0.00) = 54.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.81	0.00	-9.23	-1.46	0.00	0.00	0.00	54.12

Segment Leq : 54.12 dBA

Total Leq All Segments: 60.31 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.30 m

ROAD (0.00 + 54.01 + 0.00) = 54.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.24	0.00	-17.97	-1.26	0.00	0.00	0.00	54.01

Segment Leq : 54.01 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.13 m

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.10	0.00	-18.48	-1.27	0.00	0.00	0.00	53.36

Segment Leq : 53.36 dBA

Results segment # 3: Howard (night)

Source height = 0.94 m

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-9.20	-1.33	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Total Leq All Segments: 57.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.31
(NIGHT): 57.09

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10039/2237 veh/TimePeriod *
Medium truck volume : 424/94 veh/TimePeriod *
Heavy truck volume : 2958/659 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.16
Heavy Truck % of Total Volume : 22.04
Day (16 hrs) % of Total Volume : 81.78

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12873/2633 veh/TimePeriod *
Medium truck volume : 437/89 veh/TimePeriod *
Heavy truck volume : 2516/515 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19063
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.76
Heavy Truck % of Total Volume : 15.90
Day (16 hrs) % of Total Volume : 83.02

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 10666/835   veh/TimePeriod  *
Medium truck volume :   195/15   veh/TimePeriod  *
Heavy truck volume  :    98/8    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11816
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 1.78
Heavy Truck % of Total Volume    : 0.89
Day (16 hrs) % of Total Volume   : 92.74

```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.17 m

ROAD (0.00 + 64.19 + 0.00) = 64.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.34	0.00	-12.15	0.00	0.00	0.00	0.00	64.19

Segment Leq : 64.19 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.00 m

ROAD (0.00 + 63.43 + 0.00) = 63.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.87	0.00	-12.44	0.00	0.00	0.00	0.00	63.43

Segment Leq : 63.43 dBA

Results segment # 3: Howard (day)

Source height = 0.97 m

ROAD (0.00 + 55.80 + 0.00) = 55.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.86	0.00	-9.07	0.00	0.00	0.00	0.00	55.80

Segment Leq : 55.80 dBA

Total Leq All Segments: 67.17 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.17 m

ROAD (0.00 + 61.03 + 0.00) = 61.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.83	0.00	-11.80	0.00	0.00	0.00	0.00	61.03

Segment Leq : 61.03 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.00 m

ROAD (0.00 + 59.87 + 0.00) = 59.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.99	0.00	-12.11	0.00	0.00	0.00	0.00	59.87

Segment Leq : 59.87 dBA

Results segment # 3: Howard (night)

Source height = 0.98 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.85	0.00	-8.99	0.00	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Total Leq All Segments: 63.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.17
(NIGHT): 63.62

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401-EB (day/night)

Car traffic volume : 3497/1220 veh/TimePeriod *
Medium truck volume : 275/96 veh/TimePeriod *
Heavy truck volume : 2400/838 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8325
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 38.89
Day (16 hrs) % of Total Volume : 74.13

Data for Segment # 1: Hwy 401-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401-WB (day/night)

```

-----
Car traffic volume : 2726/1293 veh/TimePeriod *
Medium truck volume : 223/106 veh/TimePeriod *
Heavy truck volume : 1731/821 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6901
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.77
Heavy Truck % of Total Volume : 36.99
Day (16 hrs) % of Total Volume : 67.82

```

Data for Segment # 2: Hwy 401-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401-EB (day)

Source height = 2.40 m

ROAD (0.00 + 61.33 + 0.00) = 61.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	76.68	0.00	-13.93	-1.41	0.00	0.00	0.00	61.33

Segment Leq : 61.33 dBA

Results segment # 2: Hwy 401-WB (day)

Source height = 2.40 m

ROAD (0.00 + 59.03 + 0.00) = 59.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	75.30	0.00	-14.86	-1.41	0.00	0.00	0.00	59.03

Segment Leq : 59.03 dBA

Total Leq All Segments: 63.34 dBA

Results segment # 1: Hwy 401-EB (night)

Source height = 2.40 m

ROAD (0.00 + 60.51 + 0.00) = 60.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.12	0.00	-13.35	-1.25	0.00	0.00	0.00	60.51

Segment Leq : 60.51 dBA

Results segment # 2: Hwy 401-WB (night)

Source height = 2.40 m

ROAD (0.00 + 59.61 + 0.00) = 59.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.07	0.00	-14.21	-1.25	0.00	0.00	0.00	59.61

Segment Leq : 59.61 dBA

Total Leq All Segments: 63.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.34
(NIGHT): 63.09

**APPENDIX B.1.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
BASELINE 2025**

DRAFT

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC_SB (day/night)

Car traffic volume : 16695/3378 veh/TimePeriod *
Medium truck volume : 998/202 veh/TimePeriod *
Heavy truck volume : 8023/1624 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.20
Day (16 hrs) % of Total Volume : 83.17

Data for Segment # 1: HC_SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC_NB (day/night)

Car traffic volume : 18949/4465 veh/TimePeriod *
Medium truck volume : 795/187 veh/TimePeriod *
Heavy truck volume : 5562/1311 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 21.98
Day (16 hrs) % of Total Volume : 80.93

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lebelle (day/night)

```
-----
Car traffic volume : 5619/649 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.64
```

Data for Segment # 3: Lebelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: HC_SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.36 ! 1.50 ! -0.44 ! 1.56
```

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 78.55 0.00 -8.96 -1.15 0.00 0.00 -13.56 54.88
-----
```

Segment Leq : 54.88 dBA

Results segment # 2: HC_NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	-0.44	1.56

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	77.08	0.00	-7.41	-1.16	0.00	0.00	-13.63	54.88

Segment Leq : 54.88 dBA

Results segment # 3: Lebelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 32.07 + 0.00) = 32.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.56	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.07

Segment Leq : 32.07 dBA

Total Leq All Segments: 57.90 dBA

Results segment # 1: HC_SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.46	4.46

ROAD (0.00 + 64.41 + 0.00) = 64.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	74.62	0.00	-8.11	-0.98	0.00	0.00	-4.98	60.55*
-90	90	0.54	74.62	0.00	-8.95	-1.26	0.00	0.00	0.00	64.41

* Bright Zone !

Segment Leq : 64.41 dBA

Results segment # 2: HC_NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.40	4.40

ROAD (0.00 + 61.12 + 0.00) = 61.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	73.82	0.00	-6.70	-0.99	0.00	0.00	-5.01	61.12

Segment Leq : 61.12 dBA

Results segment # 3: Lebelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.16 + 0.00) = 34.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.19	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.16

Segment Leq : 34.16 dBA

Total Leq All Segments: 66.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.90
(NIGHT): 66.08

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC_SB (day/night)

Car traffic volume : 16695/3378 veh/TimePeriod *
Medium truck volume : 998/202 veh/TimePeriod *
Heavy truck volume : 8023/1624 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.20
Day (16 hrs) % of Total Volume : 83.17

Data for Segment # 1: HC_SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC_NB (day/night)

```

-----
Car traffic volume : 18949/4465 veh/TimePeriod *
Medium truck volume : 795/187 veh/TimePeriod *
Heavy truck volume : 5562/1311 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 21.98
Day (16 hrs) % of Total Volume : 80.93
  
```

Data for Segment # 2: HC_NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC_SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.36 ! 1.50 ! -0.44 ! 1.56
  
```

ROAD (0.00 + 54.77 + 0.00) = 54.77 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 78.55 0.00 -9.67 -1.15 0.00 0.00 -12.95 54.77
-----
  
```

Segment Leq : 54.77 dBA

Results segment # 2: HC_NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	-0.43	1.57

ROAD (0.00 + 54.94 + 0.00) = 54.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	77.08	0.00	-7.94	-1.16	0.00	0.00	-13.04	54.94

Segment Leq : 54.94 dBA

Total Leq All Segments: 57.87 dBA

Results segment # 1: HC_SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.43	4.43

ROAD (0.00 + 63.63 + 0.00) = 63.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	74.62	0.00	-8.81	-0.98	0.00	0.00	-5.00	59.83*
-90	90	0.54	74.62	0.00	-9.73	-1.26	0.00	0.00	0.00	63.63

* Bright Zone !

Segment Leq : 63.63 dBA

Results segment # 2: HC_NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.17 ! 4.50 ! 2.40 ! 4.40

ROAD (0.00 + 60.73 + 0.00) = 60.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	73.82	0.00	-7.09	-0.99	0.00	0.00	-5.01	60.73

Segment Leq : 60.73 dBA

Total Leq All Segments: 65.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.87
(NIGHT): 65.43

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC_SB (day/night)

Car traffic volume : 16935/3702 veh/TimePeriod *
Medium truck volume : 921/201 veh/TimePeriod *
Heavy truck volume : 7653/1673 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 30.00
Day (16 hrs) % of Total Volume : 82.06

Data for Segment # 1: HC_SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC_NB (day/night)

Car traffic volume : 17365/3999 veh/TimePeriod *
Medium truck volume : 745/172 veh/TimePeriod *
Heavy truck volume : 5388/1241 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28910
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.17
Heavy Truck % of Total Volume : 22.93
Day (16 hrs) % of Total Volume : 81.28

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC_SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	1.61	1.61

ROAD (0.00 + 72.05 + 0.00) = 72.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.35	0.00	-6.30	0.00	0.00	0.00	-4.98	67.06*
-90	90	0.00	78.35	0.00	-6.30	0.00	0.00	0.00	0.00	72.05

* Bright Zone !

Segment Leq : 72.05 dBA

Results segment # 2: HC_NB (day)

Source height = 2.19 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.19	1.50	1.61	1.61

ROAD (0.00 + 71.61 + 0.00) = 71.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.93	0.00	-5.31	0.00	0.00	0.00	-4.98	66.63*
-90	90	0.00	76.93	0.00	-5.31	0.00	0.00	0.00	0.00	71.61

* Bright Zone !

Segment Leq : 71.61 dBA

Total Leq All Segments: 74.85 dBA

Results segment # 1: HC_SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	4.15	4.15

ROAD (0.00 + 68.25 + 0.00) = 68.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-6.50	0.00	0.00	0.00	-0.23	68.03*
-90	90	0.00	74.75	0.00	-6.50	0.00	0.00	0.00	0.00	68.25

* Bright Zone !

Segment Leq : 68.25 dBA

Results segment # 2: HC_NB (night)

Source height = 2.19 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.19	4.50	3.94	3.94

ROAD (0.00 + 68.00 + 0.00) = 68.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.56	0.00	-5.56	0.00	0.00	0.00	-0.29	67.71*
-90	90	0.00	73.56	0.00	-5.56	0.00	0.00	0.00	0.00	68.00

* Bright Zone !

Segment Leq : 68.00 dBA

Total Leq All Segments: 71.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.85
(NIGHT): 71.14

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17211/3628 veh/TimePeriod *
Medium truck volume : 955/201 veh/TimePeriod *
Heavy truck volume : 7931/1672 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 30.39
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17356/3974 veh/TimePeriod *
Medium truck volume : 757/173 veh/TimePeriod *
Heavy truck volume : 5478/1254 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28992
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 23.22
Day (16 hrs) % of Total Volume : 81.37

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 17269/1549 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18818
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.77
    
```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: HC-SB (day)

Source height = 2.35 m

ROAD (0.00 + 64.61 + 0.00) = 64.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.50	0.00	-12.48	-1.41	0.00	0.00	0.00	64.61

Segment Leq : 64.61 dBA

Results segment # 2: HC-NB (day)

Source height = 2.20 m

ROAD (0.00 + 64.50 + 0.00) = 64.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.99	0.00	-11.07	-1.42	0.00	0.00	0.00	64.50

Segment Leq : 64.50 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 60.04 + 0.00) = 60.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.43	0.00	-2.39	0.00	0.00	0.00	0.00	60.04

Segment Leq : 60.04 dBA

Total Leq All Segments: 68.27 dBA

Results segment # 1: HC-SB (night)

Source height = 2.35 m

ROAD (0.00 + 62.35 + 0.00) = 62.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-11.14	-1.26	0.00	0.00	0.00	62.35

Segment Leq : 62.35 dBA

Results segment # 2: HC-NB (night)

Source height = 2.20 m

ROAD (0.00 + 62.68 + 0.00) = 62.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.60	0.00	-9.66	-1.27	0.00	0.00	0.00	62.68

Segment Leq : 62.68 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.97	0.00	-2.86	0.00	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Total Leq All Segments: 65.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.27
(NIGHT): 65.72

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 14239/2892 veh/TimePeriod *
Medium truck volume : 661/134 veh/TimePeriod *
Heavy truck volume : 5503/1117 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24546
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.24
Heavy Truck % of Total Volume : 26.97
Day (16 hrs) % of Total Volume : 83.12

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 16723/3430 veh/TimePeriod *
Medium truck volume : 641/132 veh/TimePeriod *
Heavy truck volume : 4599/943 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.92
Heavy Truck % of Total Volume : 20.94
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 17269/1549 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18818
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.77

```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.28 m

ROAD (0.00 + 73.66 + 0.00) = 73.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.95	0.00	-3.29	0.00	0.00	0.00	0.00	73.66

Segment Leq : 73.66 dBA

Results segment # 2: HC-NB (day)

Source height = 2.14 m

ROAD (0.00 + 75.99 + 0.00) = 75.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.27	0.00	-0.28	0.00	0.00	0.00	0.00	75.99

Segment Leq : 75.99 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.63 + 0.00) = 58.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.43	0.00	-3.80	0.00	0.00	0.00	0.00	58.63

Segment Leq : 58.63 dBA

Total Leq All Segments: 78.04 dBA

Results segment # 1: HC-SB (night)

Source height = 2.28 m

ROAD (0.00 + 69.35 + 0.00) = 69.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.03	0.00	-3.68	0.00	0.00	0.00	0.00	69.35

Segment Leq : 69.35 dBA

Results segment # 2: HC-NB (night)

Source height = 2.14 m

ROAD (0.00 + 71.38 + 0.00) = 71.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.40	0.00	-1.03	0.00	0.00	0.00	0.00	71.38

Segment Leq : 71.38 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 53.12 + 0.00) = 53.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.97	0.00	-1.86	0.00	0.00	0.00	0.00	53.12

Segment Leq : 53.12 dBA

Total Leq All Segments: 73.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 78.04
(NIGHT): 73.53

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9008/2258 veh/TimePeriod *
Medium truck volume : 682/171 veh/TimePeriod *
Heavy truck volume : 5946/1490 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19554
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 38.03
Day (16 hrs) % of Total Volume : 79.96

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 8631/2115 veh/TimePeriod *
Medium truck volume : 486/119 veh/TimePeriod *
Heavy truck volume : 3780/926 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16057
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 29.31
Day (16 hrs) % of Total Volume : 80.32

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 71.73 + 0.00) = 71.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.11	0.00	-7.38	0.00	0.00	0.00	0.00	71.73

Segment Leq : 71.73 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.33 m

ROAD (0.00 + 70.95 + 0.00) = 70.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.25	0.00	-6.30	0.00	0.00	0.00	0.00	70.95

Segment Leq : 70.95 dBA

Total Leq All Segments: 74.37 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 68.58 + 0.00) = 68.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.11	0.00	-7.53	0.00	0.00	0.00	0.00	68.58

Segment Leq : 68.58 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.33 m

ROAD (0.00 + 67.66 + 0.00) = 67.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.16	0.00	-6.50	0.00	0.00	0.00	0.00	67.66

Segment Leq : 67.66 dBA

Total Leq All Segments: 71.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.37
(NIGHT): 71.15

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8643/1830 veh/TimePeriod *
Medium truck volume : 668/141 veh/TimePeriod *
Heavy truck volume : 5871/1243 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18396
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.40
Heavy Truck % of Total Volume : 38.67
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11473/3152 veh/TimePeriod *
Medium truck volume : 673/185 veh/TimePeriod *
Heavy truck volume : 5323/1462 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.85
Heavy Truck % of Total Volume : 30.47
Day (16 hrs) % of Total Volume : 78.45

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```
-----
Car traffic volume : 9643/810 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 10453
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
```

Data for Segment # 3: Cousineau (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 60.01 + 0.00) = 60.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.05	0.00	-17.62	-1.41	0.00	0.00	0.00	60.01

Segment Leq : 60.01 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.35 m

ROAD (0.00 + 60.20 + 0.00) = 60.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.72	0.00	-17.11	-1.41	0.00	0.00	0.00	60.20

Segment Leq : 60.20 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 41.12 + 0.00) = 41.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-17.33	-1.46	0.00	0.00	0.00	41.12

Segment Leq : 41.12 dBA

Total Leq All Segments: 63.14 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 57.30 + 0.00) = 57.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.32	0.00	-16.76	-1.25	0.00	0.00	0.00	57.30

Segment Leq : 57.30 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.35 m

ROAD (0.00 + 58.58 + 0.00) = 58.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.12	0.00	-16.28	-1.26	0.00	0.00	0.00	58.58

Segment Leq : 58.58 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 34.27 + 0.00) = 34.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.16	0.00	-16.53	-1.35	0.00	0.00	0.00	34.27

Segment Leq : 34.27 dBA

Total Leq All Segments: 61.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.14
(NIGHT): 61.01

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7675/1818 veh/TimePeriod *
Medium truck volume : 566/134 veh/TimePeriod *
Heavy truck volume : 4838/1146 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16178
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 36.99
Day (16 hrs) % of Total Volume : 80.85

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10887/2592 veh/TimePeriod *
Medium truck volume : 588/140 veh/TimePeriod *
Heavy truck volume : 4368/1040 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19615
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.71
Heavy Truck % of Total Volume : 27.57
Day (16 hrs) % of Total Volume : 80.77

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 9643/810 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10453
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 68.92 + 0.00) = 68.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.23	0.00	-9.31	0.00	0.00	0.00	0.00	68.92

Segment Leq : 68.92 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.29 m

ROAD (0.00 + 69.15 + 0.00) = 69.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.92	0.00	-8.77	0.00	0.00	0.00	0.00	69.15

Segment Leq : 69.15 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 59.90 + 0.00) = 59.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	0.00	0.00	0.00	0.00	0.00	59.90

Segment Leq : 59.90 dBA

Total Leq All Segments: 72.30 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 66.21 + 0.00) = 66.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.98	0.00	-8.77	0.00	0.00	0.00	0.00	66.21

Segment Leq : 66.21 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.29 m

ROAD (0.00 + 66.54 + 0.00) = 66.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.69	0.00	-8.15	0.00	0.00	0.00	0.00	66.54

Segment Leq : 66.54 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 51.36 + 0.00) = 51.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.16	0.00	-0.79	0.00	0.00	0.00	0.00	51.36

Segment Leq : 51.36 dBA

Total Leq All Segments: 69.46 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.30
(NIGHT): 69.46

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7571/1789 veh/TimePeriod *
Medium truck volume : 559/132 veh/TimePeriod *
Heavy truck volume : 4775/1128 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 37.00
Day (16 hrs) % of Total Volume : 80.89

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 10539/2540 veh/TimePeriod *
Medium truck volume : 572/138 veh/TimePeriod *
Heavy truck volume : 4255/1025 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19068
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 80.58

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.17	0.00	-22.40	-1.41	0.00	0.00	0.00	54.36

Segment Leq : 54.36 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.29 m

ROAD (0.00 + 54.25 + 0.00) = 54.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.80	0.00	-22.13	-1.42	0.00	0.00	0.00	54.25

Segment Leq : 54.25 dBA

Total Leq All Segments: 57.32 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 52.85 + 0.00) = 52.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.91	0.00	-20.81	-1.25	0.00	0.00	0.00	52.85

Segment Leq : 52.85 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.29 m

ROAD (0.00 + 52.84 + 0.00) = 52.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.63	0.00	-20.53	-1.26	0.00	0.00	0.00	52.84

Segment Leq : 52.84 dBA

Total Leq All Segments: 55.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.32
(NIGHT): 55.86

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8169/1853 veh/TimePeriod *
Medium truck volume : 499/113 veh/TimePeriod *
Heavy truck volume : 4138/939 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.90
Heavy Truck % of Total Volume : 32.31
Day (16 hrs) % of Total Volume : 81.51

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10963/2563 veh/TimePeriod *
Medium truck volume : 533/125 veh/TimePeriod *
Heavy truck volume : 3816/892 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18892
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.92
Day (16 hrs) % of Total Volume : 81.05

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 16564/1322 veh/TimePeriod *
Medium truck volume : 193/15 veh/TimePeriod *
Heavy truck volume : 142/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.14
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 92.61
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.38 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.38 ! 1.50 ! -0.72 ! 1.78
  
```

ROAD (0.00 + 60.67 + 0.00) = 60.67 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.60 0.00 -6.99 0.00 0.00 0.00 -9.94 60.67
-----
  
```

Segment Leq : 60.67 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.23 ! 1.50 ! -0.70 ! 1.80

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.38	0.00	-5.95	0.00	0.00	0.00	-10.29	61.14

Segment Leq : 61.14 dBA

Results segment # 3: Howard (day)

Source height = 0.96 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 0.96 ! 1.50 ! -1.08 ! 1.42

ROAD (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.46	0.00	-10.62	0.00	0.00	0.00	-9.89	45.95

Segment Leq : 45.95 dBA

Total Leq All Segments: 63.99 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	4.50 !	1.27 !	3.77

ROAD (0.00 + 60.89 + 0.00) = 60.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-7.16	0.00	0.00	0.00	-6.12	60.89

Segment Leq : 60.89 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.23 !	4.50 !	1.01 !	3.51

ROAD (0.00 + 61.16 + 0.00) = 61.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.08	0.00	-6.16	0.00	0.00	0.00	-6.75	61.16

Segment Leq : 61.16 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 4.50 ! 1.66 ! 4.16

ROAD (0.00 + 42.39 + 0.00) = 42.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.44	0.00	-10.41	0.00	0.00	0.00	-5.64	42.39

Segment Leq : 42.39 dBA

Total Leq All Segments: 64.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.99
(NIGHT): 64.07

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9964/2302 veh/TimePeriod *
Medium truck volume : 493/114 veh/TimePeriod *
Heavy truck volume : 3703/856 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 26.15
Day (16 hrs) % of Total Volume : 81.23

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12782/2681 veh/TimePeriod *
Medium truck volume : 499/105 veh/TimePeriod *
Heavy truck volume : 3081/646 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19795
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.05
Heavy Truck % of Total Volume : 18.83
Day (16 hrs) % of Total Volume : 82.66

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 16564/1322 veh/TimePeriod *
Medium truck volume : 193/15 veh/TimePeriod *
Heavy truck volume : 142/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.14
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 92.61
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.66 ! 1.66
  
```

ROAD (0.00 + 63.67 + 0.00) = 63.67 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.22 0.00 -6.23 0.00 0.00 0.00 0.00 -7.31 63.67
-----
  
```

Segment Leq : 63.67 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.08 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.08	!	1.50	!	1.67	!	1.67

ROAD (0.00 + 64.38 + 0.00) = 64.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.62	0.00	-4.77	0.00	0.00	0.00	-7.48	64.38

Segment Leq : 64.38 dBA

Results segment # 3: Howard (day)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.96	!	1.50	!	1.45	!	1.45

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.46	0.00	-9.41	0.00	0.00	0.00	-7.59	49.45

Segment Leq : 49.45 dBA

Total Leq All Segments: 67.12 dBA

Results segment # 1: Talbot-EB (night)

 Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	3.96	3.96

ROAD (0.00 + 67.43 + 0.00) = 67.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.87	0.00	-6.43	0.00	0.00	0.00	-3.66	63.78*
-90	90	0.00	73.87	0.00	-6.43	0.00	0.00	0.00	0.00	67.43

* Bright Zone !

Segment Leq : 67.43 dBA

Results segment # 2: Talbot-WB (night)

 Source height = 2.08 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.08	4.50	3.81	3.81

ROAD (0.00 + 67.71 + 0.00) = 67.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.85	0.00	-5.14	0.00	0.00	0.00	-3.89	63.82*
-90	90	0.00	72.85	0.00	-5.14	0.00	0.00	0.00	0.00	67.71

* Bright Zone !

Segment Leq : 67.71 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.95	!	4.50	!	4.16	!	4.16

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.44	0.00	-9.51	0.00	0.00	0.00	-2.71	46.22*
-90	90	0.00	58.44	0.00	-9.51	0.00	0.00	0.00	0.00	48.93

* Bright Zone !

Segment Leq : 48.93 dBA

Total Leq All Segments: 70.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.12
(NIGHT): 70.61

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9964/2302 veh/TimePeriod *
Medium truck volume : 493/114 veh/TimePeriod *
Heavy truck volume : 3703/856 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 26.15
Day (16 hrs) % of Total Volume : 81.23

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 12782/2681 veh/TimePeriod *
Medium truck volume : 499/105 veh/TimePeriod *
Heavy truck volume : 3081/646 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19795
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.05
Heavy Truck % of Total Volume : 18.83
Day (16 hrs) % of Total Volume : 82.66
  
```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.61 ! 1.61
  
```

ROAD (0.00 + 62.93 + 0.00) = 62.93 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.22 0.00 -6.30 0.00 0.00 0.00 0.00 -7.98 62.93
-----
  
```

Segment Leq : 62.93 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.08 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.08	1.50	1.68	1.68

ROAD (0.00 + 63.12 + 0.00) = 63.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	76.62	0.00	-4.18	-1.10	0.00	0.00	-8.23	63.12

Segment Leq : 63.12 dBA

Total Leq All Segments: 66.04 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	4.10	4.10

ROAD (0.00 + 67.37 + 0.00) = 67.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.87	0.00	-6.50	0.00	0.00	0.00	-2.48	64.89*
-90	90	0.00	73.87	0.00	-6.50	0.00	0.00	0.00	0.00	67.37

* Bright Zone !

Segment Leq : 67.37 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.08 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.08 !	4.50 !	3.52 !	3.52

ROAD (0.00 + 66.47 + 0.00) = 66.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	72.85	0.00	-4.51	-0.92	0.00	0.00	-4.49	62.93*
-90	90	0.55	72.85	0.00	-5.11	-1.27	0.00	0.00	0.00	66.47

* Bright Zone !

Segment Leq : 66.47 dBA

Total Leq All Segments: 69.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.04
(NIGHT): 69.95

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401_NB (day/night)

Car traffic volume : 3256/1170 veh/TimePeriod *
Medium truck volume : 334/120 veh/TimePeriod *
Heavy truck volume : 3061/1100 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9041
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.02
Heavy Truck % of Total Volume : 46.02
Day (16 hrs) % of Total Volume : 73.56

Data for Segment # 1: Hwy 401_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401_SB (day/night)

```

-----
Car traffic volume : 3340/1369 veh/TimePeriod *
Medium truck volume : 289/119 veh/TimePeriod *
Heavy truck volume : 2241/919 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.93
Heavy Truck % of Total Volume : 38.18
Day (16 hrs) % of Total Volume : 70.92
  
```

Data for Segment # 2: Hwy 401_SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401_NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
  
```

ROAD (0.00 + 59.35 + 0.00) = 59.35 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 77.66 0.00 -10.22 -1.08 0.00 0.00 -7.01 59.35
-----
  
```

Segment Leq : 59.35 dBA

Results segment # 2: Hwy 401_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 59.59 + 0.00) = 59.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	76.41	0.00	-8.73	-1.08	0.00	0.00	-7.01	59.59

Segment Leq : 59.59 dBA

Total Leq All Segments: 62.48 dBA

Results segment # 1: Hwy 401_NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.02	4.02

ROAD (0.00 + 63.84 + 0.00) = 63.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.23	0.00	-9.81	-0.90	0.00	0.00	-3.65	61.86*
-90	90	0.54	76.23	0.00	-11.13	-1.25	0.00	0.00	0.00	63.84

* Bright Zone !

Segment Leq : 63.84 dBA

Results segment # 2: Hwy 401_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.07	!	4.07

ROAD (0.00 + 64.68 + 0.00) = 64.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	75.55	0.00	-8.48	-0.90	0.00	0.00	-2.82	63.35*
-90	90	0.54	75.55	0.00	-9.62	-1.25	0.00	0.00	0.00	64.68

* Bright Zone !

Segment Leq : 64.68 dBA

Total Leq All Segments: 67.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.48
(NIGHT): 67.29

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 21949/2187 veh/TimePeriod *
Medium truck volume : 349/35 veh/TimePeriod *
Heavy truck volume : 534/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.53
Heavy Truck % of Total Volume : 2.34
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 23376/1746 veh/TimePeriod *
Medium truck volume : 313/23 veh/TimePeriod *
Heavy truck volume : 220/16 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25695
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 93.05

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Malden (day/night)

Car traffic volume : 10273/1012 veh/TimePeriod *
Medium truck volume : 366/36 veh/TimePeriod *
Heavy truck volume : 859/85 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 7.47
Day (16 hrs) % of Total Volume : 91.03

Data for Segment # 3: Malden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Spring Garde (day/night)

```

-----
Car traffic volume : 5094/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.10
  
```

Data for Segment # 4: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: EC Row EB (day)

Source height = 1.24 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.42	0.00	-23.28	-1.46	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.98 m

ROAD (0.00 + 48.51 + 0.00) = 48.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.60	0.00	-23.63	-1.46	0.00	0.00	0.00	48.51

Segment Leq : 48.51 dBA

Results segment # 3: Malden (day)

Source height = 1.65 m

ROAD (0.00 + 64.30 + 0.00) = 64.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.87	0.00	-5.56	0.00	0.00	0.00	0.00	64.30

Segment Leq : 64.30 dBA

Results segment # 4: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.98 + 0.00) = 53.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.13	0.00	-3.15	0.00	0.00	0.00	0.00	53.98

Segment Leq : 53.98 dBA

Total Leq All Segments: 64.92 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.24 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.41	0.00	-22.19	-1.32	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 41.36 + 0.00) = 41.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.32	0.00	-22.63	-1.33	0.00	0.00	0.00	41.36

Segment Leq : 41.36 dBA

Results segment # 3: Malden (night)

Source height = 1.65 m

ROAD (0.00 + 57.03 + 0.00) = 57.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.82	0.00	-5.80	0.00	0.00	0.00	0.00	57.03

Segment Leq : 57.03 dBA

Results segment # 4: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.48	0.00	-0.54	0.00	0.00	0.00	0.00	48.93

Segment Leq : 48.93 dBA

Total Leq All Segments: 57.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.92
(NIGHT): 57.93

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 21949/2187 veh/TimePeriod *
Medium truck volume : 349/35 veh/TimePeriod *
Heavy truck volume : 534/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.53
Heavy Truck % of Total Volume : 2.34
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 23376/1746 veh/TimePeriod *
Medium truck volume : 313/23 veh/TimePeriod *
Heavy truck volume : 220/16 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25695
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 93.05

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 322.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Spring garde (day/night)

Car traffic volume : 5094/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 3: Spring garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC NB (day/night)

Car traffic volume : 22315/5433 veh/TimePeriod *
Medium truck volume : 782/190 veh/TimePeriod *
Heavy truck volume : 5545/1350 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35615
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.73
Heavy Truck % of Total Volume : 19.36
Day (16 hrs) % of Total Volume : 80.42

Data for Segment # 4: HC NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: HC SB (day/night)

```

-----
Car traffic volume : 18399/3878 veh/TimePeriod *
Medium truck volume : 937/198 veh/TimePeriod *
Heavy truck volume : 7512/1584 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 32507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 27.98
Day (16 hrs) % of Total Volume : 82.59

```

Data for Segment # 5: HC SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.24 m

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.42	0.00	-22.08	-1.46	0.00	0.00	0.00	50.88

Segment Leq : 50.88 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.98 m

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.60	0.00	-22.50	-1.46	0.00	0.00	0.00	49.64

Segment Leq : 49.64 dBA

Results segment # 3: Spring garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.21 + 0.00) = 50.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.13	0.00	-5.46	-1.46	0.00	0.00	0.00	50.21

Segment Leq : 50.21 dBA

Results segment # 4: HC NB (day)

Source height = 2.10 m

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.12	0.00	-24.95	-1.43	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Results segment # 5: HC SB (day)

Source height = 2.30 m

ROAD (0.00 + 52.21 + 0.00) = 52.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.29	0.00	-24.67	-1.42	0.00	0.00	0.00	52.21

Segment Leq : 52.21 dBA

Total Leq All Segments: 57.81 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.24 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.41	0.00	-20.80	-1.32	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.32	0.00	-21.12	-1.33	0.00	0.00	0.00	42.87

Segment Leq : 42.87 dBA

Results segment # 3: Spring garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.78 + 0.00) = 45.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.48	0.00	-2.34	-1.35	0.00	0.00	0.00	45.78

Segment Leq : 45.78 dBA

Results segment # 4: HC NB (night)

Source height = 2.10 m

ROAD (0.00 + 49.19 + 0.00) = 49.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.99	0.00	-23.53	-1.27	0.00	0.00	0.00	49.19

Segment Leq : 49.19 dBA

Results segment # 5: HC SB (night)

Source height = 2.30 m

ROAD (0.00 + 50.03 + 0.00) = 50.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.54	0.00	-23.26	-1.26	0.00	0.00	0.00	50.03

Segment Leq : 50.03 dBA

Total Leq All Segments: 54.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.81
(NIGHT): 54.39

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 21949/2187 veh/TimePeriod *
Medium truck volume : 349/35 veh/TimePeriod *
Heavy truck volume : 534/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.53
Heavy Truck % of Total Volume : 2.34
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 23376/1746 veh/TimePeriod *
Medium truck volume : 313/23 veh/TimePeriod *
Heavy truck volume : 220/16 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25695
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 93.05

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC-SB (day/night)

Car traffic volume : 18399/3878 veh/TimePeriod *
Medium truck volume : 937/198 veh/TimePeriod *
Heavy truck volume : 7512/1584 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 27.98
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC-NB (day/night)

Car traffic volume : 22315/5433 veh/TimePeriod *
Medium truck volume : 782/190 veh/TimePeriod *
Heavy truck volume : 5545/1350 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35615
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.73
Heavy Truck % of Total Volume : 19.36
Day (16 hrs) % of Total Volume : 80.42

Data for Segment # 4: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 5094/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.10

```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 115.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.24 m

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.42	0.00	-24.11	-1.46	0.00	0.00	0.00	48.85

Segment Leq : 48.85 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.98 m

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.60	0.00	-24.44	-1.46	0.00	0.00	0.00	47.70

Segment Leq : 47.70 dBA

Results segment # 3: HC-SB (day)

Source height = 2.30 m

ROAD (0.00 + 55.45 + 0.00) = 55.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.29	0.00	-21.43	-1.42	0.00	0.00	0.00	55.45

Segment Leq : 55.45 dBA

Results segment # 4: HC-NB (day)

Source height = 2.10 m

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.12	0.00	-21.87	-1.43	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 41.18 + 0.00) = 41.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.13	0.00	-14.49	-1.46	0.00	0.00	0.00	41.18

Segment Leq : 41.18 dBA

Total Leq All Segments: 58.70 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.24 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.41	0.00	-22.96	-1.32	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.97 m

ROAD (0.00 + 40.59 + 0.00) = 40.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.32	0.00	-23.39	-1.33	0.00	0.00	0.00	40.59

Segment Leq : 40.59 dBA

Results segment # 3: HC-SB (night)

Source height = 2.30 m

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.54	0.00	-20.18	-1.26	0.00	0.00	0.00	53.10

Segment Leq : 53.10 dBA

Results segment # 4: HC-NB (night)

Source height = 2.10 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.99	0.00	-20.61	-1.27	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 33.97 + 0.00) = 33.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.48	0.00	-14.15	-1.35	0.00	0.00	0.00	33.97

Segment Leq : 33.97 dBA

Total Leq All Segments: 56.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.70
(NIGHT): 56.03

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16695/3378 veh/TimePeriod *
Medium truck volume : 998/202 veh/TimePeriod *
Heavy truck volume : 8023/1624 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.20
Day (16 hrs) % of Total Volume : 83.17

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 18949/4465 veh/TimePeriod *
Medium truck volume : 795/187 veh/TimePeriod *
Heavy truck volume : 5562/1311 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 21.98
Day (16 hrs) % of Total Volume : 80.93

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 17204/1687 veh/TimePeriod *
Medium truck volume : 226/22 veh/TimePeriod *
Heavy truck volume : 114/11 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.07

```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 345.00 / 348.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.36 m

ROAD (0.00 + 59.50 + 0.00) = 59.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.55	0.00	-17.63	-1.41	0.00	0.00	0.00	59.50

Segment Leq : 59.50 dBA

Results segment # 2: HC-NB (day)

Source height = 2.17 m

ROAD (0.00 + 57.46 + 0.00) = 57.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.08	0.00	-18.20	-1.42	0.00	0.00	0.00	57.46

Segment Leq : 57.46 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

ROAD (0.00 + 40.42 + 0.00) = 40.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.48	0.00	-22.60	-1.46	0.00	0.00	0.00	40.42

Segment Leq : 40.42 dBA

Total Leq All Segments: 61.64 dBA

Results segment # 1: HC-SB (night)

Source height = 2.36 m

ROAD (0.00 + 57.04 + 0.00) = 57.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.62	0.00	-16.32	-1.26	0.00	0.00	0.00	57.04

Segment Leq : 57.04 dBA

Results segment # 2: HC-NB (night)

Source height = 2.17 m

ROAD (0.00 + 55.53 + 0.00) = 55.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.82	0.00	-17.02	-1.27	0.00	0.00	0.00	55.53

Segment Leq : 55.53 dBA

Results segment # 3: Lambton (night)

Source height = 0.89 m

ROAD (0.00 + 34.36 + 0.00) = 34.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.38	0.00	-21.69	-1.33	0.00	0.00	0.00	34.36

Segment Leq : 34.36 dBA

Total Leq All Segments: 59.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.64
(NIGHT): 59.37

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16695/3378 veh/TimePeriod *
Medium truck volume : 998/202 veh/TimePeriod *
Heavy truck volume : 8023/1624 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.20
Day (16 hrs) % of Total Volume : 83.17

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 18949/4465 veh/TimePeriod *
Medium truck volume : 795/187 veh/TimePeriod *
Heavy truck volume : 5562/1311 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 21.98
Day (16 hrs) % of Total Volume : 80.93

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

Car traffic volume : 17393/1498 veh/TimePeriod *
Medium truck volume : 229/20 veh/TimePeriod *
Heavy truck volume : 115/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.07

Data for Segment # 3: Lambton (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC-SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	1.55	1.55

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.55	0.00	-13.59	-1.25	0.00	0.00	-5.00	58.70*
-90	90	0.63	78.55	0.00	-14.39	-1.41	0.00	0.00	0.00	62.74

* Bright Zone !

Segment Leq : 62.74 dBA

Results segment # 2: HC-NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	1.53	1.53

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.08	0.00	-14.53	-1.26	0.00	0.00	-5.00	56.29*
-90	90	0.64	77.08	0.00	-15.38	-1.42	0.00	0.00	0.00	60.28

* Bright Zone !

Segment Leq : 60.28 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.38	!	1.38

ROAD (0.00 + 56.45 + 0.00) = 56.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.52	0.00	-3.01	0.00	0.00	0.00	-5.07	56.45

Segment Leq : 56.45 dBA

Total Leq All Segments: 65.30 dBA

Results segment # 1: HC-SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.36	!	4.50	!	4.44	!	4.44

ROAD (0.00 + 59.94 + 0.00) = 59.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	74.62	0.00	-12.63	-1.09	0.00	0.00	-0.07	60.84*
-90	90	0.54	74.62	0.00	-13.42	-1.26	0.00	0.00	0.00	59.94

* Bright Zone !

Segment Leq : 59.94 dBA

Results segment # 2: HC-NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	4.44	4.44

ROAD (0.00 + 58.17 + 0.00) = 58.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	73.82	0.00	-13.53	-1.10	0.00	0.00	-0.07	59.12*
-90	90	0.55	73.82	0.00	-14.38	-1.27	0.00	0.00	0.00	58.17

* Bright Zone !

Segment Leq : 58.17 dBA

Results segment # 3: Lambton (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	5.70	5.70

ROAD (0.00 + 56.11 + 0.00) = 56.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.90	0.00	-0.79	0.00	0.00	0.00	99.00	155.11
-90	90	0.00	56.90	0.00	-0.79	0.00	0.00	0.00	0.00	56.11

* Bright Zone !

Segment Leq : 56.11 dBA

Total Leq All Segments: 63.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.30
(NIGHT): 63.12

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16695/3378 veh/TimePeriod *
Medium truck volume : 998/202 veh/TimePeriod *
Heavy truck volume : 8023/1624 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.20
Day (16 hrs) % of Total Volume : 83.17

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 18949/4465 veh/TimePeriod *
Medium truck volume : 795/187 veh/TimePeriod *
Heavy truck volume : 5562/1311 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31268
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.14
Heavy Truck % of Total Volume : 21.98
Day (16 hrs) % of Total Volume : 80.93

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

Car traffic volume : 17393/1498 veh/TimePeriod *
Medium truck volume : 229/20 veh/TimePeriod *
Heavy truck volume : 115/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.07

Data for Segment # 3: Lambton (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC-SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	1.55 !	1.55

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.55	0.00	-13.59	-1.25	0.00	0.00	-5.00	58.70*
-90	90	0.63	78.55	0.00	-14.39	-1.41	0.00	0.00	0.00	62.74

* Bright Zone !

Segment Leq : 62.74 dBA

Results segment # 2: HC-NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.17 !	1.50 !	1.53 !	1.53

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.08	0.00	-14.53	-1.26	0.00	0.00	-5.00	56.29*
-90	90	0.64	77.08	0.00	-15.38	-1.42	0.00	0.00	0.00	60.28

* Bright Zone !

Segment Leq : 60.28 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.38	!	1.38

ROAD (0.00 + 56.45 + 0.00) = 56.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.52	0.00	-3.01	0.00	0.00	0.00	-5.07	56.45

Segment Leq : 56.45 dBA

Total Leq All Segments: 65.30 dBA

Results segment # 1: HC-SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.36	!	4.50	!	4.44	!	4.44

ROAD (0.00 + 59.94 + 0.00) = 59.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	74.62	0.00	-12.63	-1.09	0.00	0.00	-0.07	60.84*
-90	90	0.54	74.62	0.00	-13.42	-1.26	0.00	0.00	0.00	59.94

* Bright Zone !

Segment Leq : 59.94 dBA

Results segment # 2: HC-NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	4.44	4.44

ROAD (0.00 + 58.17 + 0.00) = 58.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	73.82	0.00	-13.53	-1.10	0.00	0.00	-0.07	59.12*
-90	90	0.55	73.82	0.00	-14.38	-1.27	0.00	0.00	0.00	58.17

* Bright Zone !

Segment Leq : 58.17 dBA

Results segment # 3: Lambton (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	5.70	5.70

ROAD (0.00 + 56.11 + 0.00) = 56.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.90	0.00	-0.79	0.00	0.00	0.00	99.00	155.11
-90	90	0.00	56.90	0.00	-0.79	0.00	0.00	0.00	0.00	56.11

* Bright Zone !

Segment Leq : 56.11 dBA

Total Leq All Segments: 63.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.30
(NIGHT): 63.12

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16935/3702 veh/TimePeriod *
Medium truck volume : 921/201 veh/TimePeriod *
Heavy truck volume : 7653/1673 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 30.00
Day (16 hrs) % of Total Volume : 82.06

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17365/3999 veh/TimePeriod *
Medium truck volume : 745/172 veh/TimePeriod *
Heavy truck volume : 5388/1241 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28910
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.17
Heavy Truck % of Total Volume : 22.93
Day (16 hrs) % of Total Volume : 81.28

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```
-----
Car traffic volume : 17393/1498 veh/TimePeriod *
Medium truck volume : 229/20 veh/TimePeriod *
Heavy truck volume : 115/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 19265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.07
```

Data for Segment # 3: Lambton (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: HC-SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.34 ! 1.50 ! -0.42 ! 1.58
```

ROAD (0.00 + 60.40 + 0.00) = 60.40 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 78.35 0.00 -7.97 0.00 0.00 0.00 -9.98 60.40
-----
```

Segment Leq : 60.40 dBA

Results segment # 2: HC-NB (day)

Source height = 2.19 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.19	1.50	-0.44	1.56

ROAD (0.00 + 58.32 + 0.00) = 58.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.93	0.00	-8.61	0.00	0.00	0.00	-9.99	58.32

Segment Leq : 58.32 dBA

Results segment # 3: Lambton (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	-0.59	1.41

ROAD (0.00 + 47.88 + 0.00) = 47.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.52	0.00	-6.09	0.00	0.00	0.00	-10.55	47.88

Segment Leq : 47.88 dBA

Total Leq All Segments: 62.64 dBA

Results segment # 1: HC-SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.36	4.36

ROAD (0.00 + 66.93 + 0.00) = 66.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-7.83	0.00	0.00	0.00	-4.06	62.86*
-90	90	0.00	74.75	0.00	-7.83	0.00	0.00	0.00	0.00	66.93

* Bright Zone !

Segment Leq : 66.93 dBA

Results segment # 2: HC-NB (night)

Source height = 2.19 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.19	4.50	2.37	4.37

ROAD (0.00 + 65.07 + 0.00) = 65.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.56	0.00	-8.49	0.00	0.00	0.00	-4.03	61.04*
-90	90	0.00	73.56	0.00	-8.49	0.00	0.00	0.00	0.00	65.07

* Bright Zone !

Segment Leq : 65.07 dBA

Results segment # 3: Lambton (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.90	!	4.50	!	1.82	!	3.82

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.90	0.00	-6.30	0.00	0.00	0.00	-5.00	45.60

Segment Leq : 45.60 dBA

Total Leq All Segments: 69.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.64
(NIGHT): 69.13

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17211/3628 veh/TimePeriod *
Medium truck volume : 955/201 veh/TimePeriod *
Heavy truck volume : 7931/1672 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 30.39
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17356/3974 veh/TimePeriod *
Medium truck volume : 757/173 veh/TimePeriod *
Heavy truck volume : 5478/1254 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28992
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 23.22
Day (16 hrs) % of Total Volume : 81.37

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: HC-SB (day)

Source height = 2.35 m

ROAD (0.00 + 59.41 + 0.00) = 59.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.50	0.00	-17.68	-1.41	0.00	0.00	0.00	59.41

Segment Leq : 59.41 dBA

Results segment # 2: HC-NB (day)

Source height = 2.20 m

ROAD (0.00 + 57.20 + 0.00) = 57.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.99	0.00	-18.37	-1.42	0.00	0.00	0.00	57.20

Segment Leq : 57.20 dBA

Total Leq All Segments: 61.45 dBA

Results segment # 1: HC-SB (night)

Source height = 2.35 m

ROAD (0.00 + 56.86 + 0.00) = 56.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-16.63	-1.26	0.00	0.00	0.00	56.86

Segment Leq : 56.86 dBA

Results segment # 2: HC-NB (night)

Source height = 2.20 m

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.60	0.00	-17.26	-1.27	0.00	0.00	0.00	55.08

Segment Leq : 55.08 dBA

Total Leq All Segments: 59.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.45
(NIGHT): 59.07

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17211/3628 veh/TimePeriod *
Medium truck volume : 955/201 veh/TimePeriod *
Heavy truck volume : 7931/1672 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 30.39
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17356/3974 veh/TimePeriod *
Medium truck volume : 757/173 veh/TimePeriod *
Heavy truck volume : 5478/1254 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28992
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.21
Heavy Truck % of Total Volume : 23.22
Day (16 hrs) % of Total Volume : 81.37

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 20866/1534 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22400
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.15
  
```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.35 m

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.50	0.00	-22.72	-1.41	0.00	0.00	0.00	54.37

Segment Leq : 54.37 dBA

Results segment # 2: HC-NB (day)

Source height = 2.20 m

ROAD (0.00 + 52.47 + 0.00) = 52.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.99	0.00	-23.10	-1.42	0.00	0.00	0.00	52.47

Segment Leq : 52.47 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 58.30 + 0.00) = 58.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.26	0.00	-4.96	0.00	0.00	0.00	0.00	58.30

Segment Leq : 58.30 dBA

Total Leq All Segments: 60.52 dBA

Results segment # 1: HC-SB (night)

Source height = 2.35 m

ROAD (0.00 + 52.08 + 0.00) = 52.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-21.41	-1.26	0.00	0.00	0.00	52.08

Segment Leq : 52.08 dBA

Results segment # 2: HC-NB (night)

Source height = 2.20 m

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.60	0.00	-21.75	-1.27	0.00	0.00	0.00	50.59

Segment Leq : 50.59 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 52.71 + 0.00) = 52.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.93	0.00	-2.22	0.00	0.00	0.00	0.00	52.71

Segment Leq : 52.71 dBA

Total Leq All Segments: 56.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.52
(NIGHT): 56.65

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC Rd-SB (day/night)

Car traffic volume : 14239/2892 veh/TimePeriod *
Medium truck volume : 661/134 veh/TimePeriod *
Heavy truck volume : 5503/1117 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24546
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.24
Heavy Truck % of Total Volume : 26.97
Day (16 hrs) % of Total Volume : 83.12

Data for Segment # 1: HC Rd-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC Rd-NB (day/night)

Car traffic volume : 16723/3430 veh/TimePeriod *
Medium truck volume : 641/132 veh/TimePeriod *
Heavy truck volume : 4599/943 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.92
Heavy Truck % of Total Volume : 20.94
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 2: HC Rd-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 20866/1534 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22400
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.15

```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC Rd-SB (day)

Source height = 2.28 m

ROAD (0.00 + 52.56 + 0.00) = 52.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.95	0.00	-22.97	-1.42	0.00	0.00	0.00	52.56

Segment Leq : 52.56 dBA

Results segment # 2: HC Rd-NB (day)

Source height = 2.14 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.27	0.00	-23.38	-1.42	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 55.10 + 0.00) = 55.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.26	0.00	-6.70	-1.46	0.00	0.00	0.00	55.10

Segment Leq : 55.10 dBA

Total Leq All Segments: 58.09 dBA

Results segment # 1: HC Rd-SB (night)

Source height = 2.28 m

ROAD (0.00 + 50.31 + 0.00) = 50.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.03	0.00	-21.46	-1.26	0.00	0.00	0.00	50.31

Segment Leq : 50.31 dBA

Results segment # 2: HC Rd-NB (night)

Source height = 2.14 m

ROAD (0.00 + 49.38 + 0.00) = 49.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.40	0.00	-21.75	-1.27	0.00	0.00	0.00	49.38

Segment Leq : 49.38 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.93	0.00	-4.08	-1.35	0.00	0.00	0.00	49.49

Segment Leq : 49.49 dBA

Total Leq All Segments: 54.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.09
(NIGHT): 54.52

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot EB (day/night)

Car traffic volume : 9010/2253 veh/TimePeriod *
Medium truck volume : 688/172 veh/TimePeriod *
Heavy truck volume : 5944/1486 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19554
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.40
Heavy Truck % of Total Volume : 38.00
Day (16 hrs) % of Total Volume : 80.00

Data for Segment # 1: Talbot EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot WB (day/night)

Car traffic volume : 8626/2116 veh/TimePeriod *
Medium truck volume : 490/120 veh/TimePeriod *
Heavy truck volume : 3778/927 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16057
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 29.30
Day (16 hrs) % of Total Volume : 80.30

Data for Segment # 2: Talbot WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC line (day/night)

```

-----
Car traffic volume : 15858/1286 veh/TimePeriod *
Medium truck volume : 231/19 veh/TimePeriod *
Heavy truck volume : 429/35 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 2.60
Day (16 hrs) % of Total Volume : 92.50

```

Data for Segment # 3: HC line (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot EB (day)

Source height = 2.40 m

ROAD (0.00 + 57.12 + 0.00) = 57.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.11	0.00	-20.58	-1.41	0.00	0.00	0.00	57.12

Segment Leq : 57.12 dBA

Results segment # 2: Talbot WB (day)

Source height = 2.33 m

ROAD (0.00 + 54.93 + 0.00) = 54.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.25	0.00	-20.91	-1.42	0.00	0.00	0.00	54.93

Segment Leq : 54.93 dBA

Results segment # 3: HC line (day)

Source height = 1.27 m

ROAD (0.00 + 47.79 + 0.00) = 47.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.30	0.00	-19.06	-1.46	0.00	0.00	0.00	47.79

Segment Leq : 47.79 dBA

Total Leq All Segments: 59.48 dBA

Results segment # 1: Talbot EB (night)

Source height = 2.40 m

ROAD (0.00 + 55.50 + 0.00) = 55.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.10	0.00	-19.34	-1.25	0.00	0.00	0.00	55.50

Segment Leq : 55.50 dBA

Results segment # 2: Talbot WB (night)

Source height = 2.33 m

ROAD (0.00 + 53.24 + 0.00) = 53.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.16	0.00	-19.66	-1.26	0.00	0.00	0.00	53.24

Segment Leq : 53.24 dBA

Results segment # 3: HC line (night)

Source height = 1.27 m

ROAD (0.00 + 40.91 + 0.00) = 40.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.42	0.00	-18.20	-1.31	0.00	0.00	0.00	40.91

Segment Leq : 40.91 dBA

Total Leq All Segments: 57.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.48
(NIGHT): 57.62

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9008/2258 veh/TimePeriod *
Medium truck volume : 682/171 veh/TimePeriod *
Heavy truck volume : 5946/1490 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19554
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 38.03
Day (16 hrs) % of Total Volume : 79.96

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 8631/2115 veh/TimePeriod *
Medium truck volume : 486/119 veh/TimePeriod *
Heavy truck volume : 3780/926 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16057
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 29.31
Day (16 hrs) % of Total Volume : 80.32

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 61.00 + 0.00) = 61.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.11	0.00	-16.70	-1.41	0.00	0.00	0.00	61.00

Segment Leq : 61.00 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.33 m

ROAD (0.00 + 58.39 + 0.00) = 58.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.25	0.00	-17.45	-1.41	0.00	0.00	0.00	58.39

Segment Leq : 58.39 dBA

Total Leq All Segments: 62.90 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 58.95 + 0.00) = 58.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.11	0.00	-15.90	-1.25	0.00	0.00	0.00	58.95

Segment Leq : 58.95 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.33 m

ROAD (0.00 + 56.30 + 0.00) = 56.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.16	0.00	-16.60	-1.26	0.00	0.00	0.00	56.30

Segment Leq : 56.30 dBA

Total Leq All Segments: 60.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.90
(NIGHT): 60.83

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8643/1830 veh/TimePeriod *
Medium truck volume : 668/141 veh/TimePeriod *
Heavy truck volume : 5871/1243 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18396
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.40
Heavy Truck % of Total Volume : 38.67
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 11473/3152 veh/TimePeriod *
Medium truck volume : 673/185 veh/TimePeriod *
Heavy truck volume : 5323/1462 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.85
Heavy Truck % of Total Volume : 30.47
Day (16 hrs) % of Total Volume : 78.45

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 16585/1147 veh/TimePeriod *
Medium truck volume : 452/31 veh/TimePeriod *
Heavy truck volume : 226/16 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.62
Heavy Truck % of Total Volume : 1.31
Day (16 hrs) % of Total Volume : 93.53

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 58.56 + 0.00) = 58.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.05	0.00	-19.08	-1.41	0.00	0.00	0.00	58.56

Segment Leq : 58.56 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.35 m

ROAD (0.00 + 57.72 + 0.00) = 57.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.72	0.00	-19.59	-1.41	0.00	0.00	0.00	57.72

Segment Leq : 57.72 dBA

Results segment # 3: Cousineau (day)

Source height = 1.07 m

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.78	0.00	-5.68	-1.46	0.00	0.00	0.00	58.64

Segment Leq : 58.64 dBA

Total Leq All Segments: 63.10 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 56.25 + 0.00) = 56.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.32	0.00	-17.81	-1.25	0.00	0.00	0.00	56.25

Segment Leq : 56.25 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.35 m

ROAD (0.00 + 56.55 + 0.00) = 56.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.12	0.00	-18.31	-1.26	0.00	0.00	0.00	56.55

Segment Leq : 56.55 dBA

Results segment # 3: Cousineau (night)

Source height = 1.08 m

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.23	0.00	-2.31	-1.32	0.00	0.00	0.00	53.59

Segment Leq : 53.59 dBA

Total Leq All Segments: 60.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.10
(NIGHT): 60.42

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7675/1818 veh/TimePeriod *
Medium truck volume : 566/134 veh/TimePeriod *
Heavy truck volume : 4838/1146 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16178
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 36.99
Day (16 hrs) % of Total Volume : 80.85

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10887/2592 veh/TimePeriod *
Medium truck volume : 588/140 veh/TimePeriod *
Heavy truck volume : 4368/1040 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19615
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.71
Heavy Truck % of Total Volume : 27.57
Day (16 hrs) % of Total Volume : 80.77

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 16585/1147 veh/TimePeriod *
Medium truck volume : 452/31 veh/TimePeriod *
Heavy truck volume : 226/16 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.62
Heavy Truck % of Total Volume : 1.31
Day (16 hrs) % of Total Volume : 93.53

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 71.07 + 0.00) = 71.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.23	0.00	-7.16	0.00	0.00	0.00	0.00	71.07

Segment Leq : 71.07 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.29 m

ROAD (0.00 + 69.94 + 0.00) = 69.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.92	0.00	-7.97	0.00	0.00	0.00	0.00	69.94

Segment Leq : 69.94 dBA

Results segment # 3: Cousineau (day)

Source height = 1.07 m

ROAD (0.00 + 61.42 + 0.00) = 61.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.78	0.00	-4.37	0.00	0.00	0.00	0.00	61.42

Segment Leq : 61.42 dBA

Total Leq All Segments: 73.81 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 67.99 + 0.00) = 67.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.98	0.00	-6.99	0.00	0.00	0.00	0.00	67.99

Segment Leq : 67.99 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.29 m

ROAD (0.00 + 66.86 + 0.00) = 66.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.69	0.00	-7.83	0.00	0.00	0.00	0.00	66.86

Segment Leq : 66.86 dBA

Results segment # 3: Cousineau (night)

Source height = 1.08 m

ROAD (0.00 + 53.55 + 0.00) = 53.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.23	0.00	-3.68	0.00	0.00	0.00	0.00	53.55

Segment Leq : 53.55 dBA

Total Leq All Segments: 70.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 73.81
(NIGHT): 70.56

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7675/1818 veh/TimePeriod *
Medium truck volume : 566/134 veh/TimePeriod *
Heavy truck volume : 4838/1146 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16178
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 36.99
Day (16 hrs) % of Total Volume : 80.85

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 10887/2592 veh/TimePeriod *
Medium truck volume : 588/140 veh/TimePeriod *
Heavy truck volume : 4368/1040 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19615
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.71
Heavy Truck % of Total Volume : 27.57
Day (16 hrs) % of Total Volume : 80.77

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 65.40 + 0.00) = 65.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.23	0.00	-11.41	-1.41	0.00	0.00	0.00	65.40

Segment Leq : 65.40 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.29 m

ROAD (0.00 + 63.93 + 0.00) = 63.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.92	0.00	-12.57	-1.42	0.00	0.00	0.00	63.93

Segment Leq : 63.93 dBA

Total Leq All Segments: 67.74 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 62.68 + 0.00) = 62.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.98	0.00	-11.05	-1.25	0.00	0.00	0.00	62.68

Segment Leq : 62.68 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.29 m

ROAD (0.00 + 61.25 + 0.00) = 61.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.69	0.00	-12.18	-1.26	0.00	0.00	0.00	61.25

Segment Leq : 61.25 dBA

Total Leq All Segments: 65.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.74
(NIGHT): 65.03

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8169/1853 veh/TimePeriod *
Medium truck volume : 499/113 veh/TimePeriod *
Heavy truck volume : 4138/939 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.90
Heavy Truck % of Total Volume : 32.31
Day (16 hrs) % of Total Volume : 81.51

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10963/2563 veh/TimePeriod *
Medium truck volume : 533/125 veh/TimePeriod *
Heavy truck volume : 3816/892 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18892
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.92
Day (16 hrs) % of Total Volume : 81.05

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 12060/992   veh/TimePeriod  *
Medium truck volume :   198/16   veh/TimePeriod  *
Heavy truck volume  :    99/8    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :    0 %
Road pavement      :    1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13373
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 1.60
Heavy Truck % of Total Volume     : 0.80
Day (16 hrs) % of Total Volume    : 92.40

```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle  : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.38 m

ROAD (0.00 + 57.30 + 0.00) = 57.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.60	0.00	-18.89	-1.41	0.00	0.00	0.00	57.30

Segment Leq : 57.30 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.23 m

ROAD (0.00 + 56.54 + 0.00) = 56.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.38	0.00	-19.42	-1.42	0.00	0.00	0.00	56.54

Segment Leq : 56.54 dBA

Results segment # 3: Howard (day)

Source height = 0.95 m

ROAD (0.00 + 54.52 + 0.00) = 54.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.21	0.00	-9.23	-1.46	0.00	0.00	0.00	54.52

Segment Leq : 54.52 dBA

Total Leq All Segments: 61.04 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.38 m

ROAD (0.00 + 54.97 + 0.00) = 54.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.17	0.00	-17.94	-1.25	0.00	0.00	0.00	54.97

Segment Leq : 54.97 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.23 m

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.08	0.00	-18.44	-1.26	0.00	0.00	0.00	54.37

Segment Leq : 54.37 dBA

Results segment # 3: Howard (night)

Source height = 0.94 m

ROAD (0.00 + 46.81 + 0.00) = 46.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.34	0.00	-9.20	-1.33	0.00	0.00	0.00	46.81

Segment Leq : 46.81 dBA

Total Leq All Segments: 58.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.04
(NIGHT): 58.03

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 9964/2302 veh/TimePeriod *
Medium truck volume : 493/114 veh/TimePeriod *
Heavy truck volume : 3703/856 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 26.15
Day (16 hrs) % of Total Volume : 81.23

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12782/2681 veh/TimePeriod *
Medium truck volume : 499/105 veh/TimePeriod *
Heavy truck volume : 3081/646 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19795
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.05
Heavy Truck % of Total Volume : 18.83
Day (16 hrs) % of Total Volume : 82.66

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 11689/918   veh/TimePeriod  *
Medium truck volume :   211/17   veh/TimePeriod  *
Heavy truck volume  :   106/8    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :    0 %
Road pavement      :    1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12949
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 1.76
Heavy Truck % of Total Volume    : 0.88
Day (16 hrs) % of Total Volume   : 92.72

```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.26 m

ROAD (0.00 + 65.07 + 0.00) = 65.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.22	0.00	-12.15	0.00	0.00	0.00	0.00	65.07

Segment Leq : 65.07 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.08 m

ROAD (0.00 + 64.19 + 0.00) = 64.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.62	0.00	-12.44	0.00	0.00	0.00	0.00	64.19

Segment Leq : 64.19 dBA

Results segment # 3: Howard (day)

Source height = 0.97 m

ROAD (0.00 + 56.17 + 0.00) = 56.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.24	0.00	-9.07	0.00	0.00	0.00	0.00	56.17

Segment Leq : 56.17 dBA

Total Leq All Segments: 67.96 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.26 m

ROAD (0.00 + 62.07 + 0.00) = 62.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.87	0.00	-11.80	0.00	0.00	0.00	0.00	62.07

Segment Leq : 62.07 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.08 m

ROAD (0.00 + 60.74 + 0.00) = 60.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.85	0.00	-12.11	0.00	0.00	0.00	0.00	60.74

Segment Leq : 60.74 dBA

Results segment # 3: Howard (night)

Source height = 0.96 m

ROAD (0.00 + 48.18 + 0.00) = 48.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.17	0.00	-8.99	0.00	0.00	0.00	0.00	48.18

Segment Leq : 48.18 dBA

Total Leq All Segments: 64.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.96
(NIGHT): 64.57

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401-EB (day/night)

Car traffic volume : 3256/1170 veh/TimePeriod *
Medium truck volume : 334/120 veh/TimePeriod *
Heavy truck volume : 3061/1100 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9041
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.02
Heavy Truck % of Total Volume : 46.02
Day (16 hrs) % of Total Volume : 73.56

Data for Segment # 1: Hwy 401-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401-WB (day/night)

```

-----
Car traffic volume : 3340/1369 veh/TimePeriod *
Medium truck volume : 289/119 veh/TimePeriod *
Heavy truck volume : 2241/919 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.93
Heavy Truck % of Total Volume : 38.18
Day (16 hrs) % of Total Volume : 70.92

```

Data for Segment # 2: Hwy 401-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401-EB (day)

Source height = 2.40 m

ROAD (0.00 + 62.32 + 0.00) = 62.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.66	0.00	-13.93	-1.41	0.00	0.00	0.00	62.32

Segment Leq : 62.32 dBA

Results segment # 2: Hwy 401-WB (day)

Source height = 2.40 m

ROAD (0.00 + 60.13 + 0.00) = 60.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	76.41	0.00	-14.86	-1.41	0.00	0.00	0.00	60.13

Segment Leq : 60.13 dBA

Total Leq All Segments: 64.37 dBA

Results segment # 1: Hwy 401-EB (night)

Source height = 2.40 m

ROAD (0.00 + 61.62 + 0.00) = 61.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.23	0.00	-13.35	-1.25	0.00	0.00	0.00	61.62

Segment Leq : 61.62 dBA

Results segment # 2: Hwy 401-WB (night)

Source height = 2.40 m

ROAD (0.00 + 60.09 + 0.00) = 60.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.55	0.00	-14.21	-1.25	0.00	0.00	0.00	60.09

Segment Leq : 60.09 dBA

Total Leq All Segments: 63.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.37
(NIGHT): 63.93

**APPENDIX B.1.4 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
BASELINE 2035**

DRAFT

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC_SB (day/night)

Car traffic volume : 16664/3503 veh/TimePeriod *
Medium truck volume : 1168/246 veh/TimePeriod *
Heavy truck volume : 9594/2017 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33191
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 34.98
Day (16 hrs) % of Total Volume : 82.63

Data for Segment # 1: HC_SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC_NB (day/night)

Car traffic volume : 19285/4660 veh/TimePeriod *
Medium truck volume : 904/218 veh/TimePeriod *
Heavy truck volume : 6626/1601 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33294
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.37
Heavy Truck % of Total Volume : 24.71
Day (16 hrs) % of Total Volume : 80.54

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lebelle (day/night)

```

-----
Car traffic volume : 6035/699 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6734
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.62
  
```

Data for Segment # 3: Lebelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! -0.44 ! 1.56
  
```

ROAD (0.00 + 55.64 + 0.00) = 55.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 79.29 0.00 -8.95 -1.15 0.00 0.00 -13.55 55.64
-----
  
```

Segment Leq : 55.64 dBA

Results segment # 2: HC_NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	-0.44	1.56

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	77.80	0.00	-7.40	-1.16	0.00	0.00	-13.62	55.62

Segment Leq : 55.62 dBA

Results segment # 3: Lebelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 32.38 + 0.00) = 32.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.87	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.38

Segment Leq : 32.38 dBA

Total Leq All Segments: 58.65 dBA

Results segment # 1: HC_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.46	4.46

ROAD (0.00 + 65.33 + 0.00) = 65.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	75.53	0.00	-8.10	-0.97	0.00	0.00	-4.98	61.47*
-90	90	0.54	75.53	0.00	-8.95	-1.25	0.00	0.00	0.00	65.33

* Bright Zone !

Segment Leq : 65.33 dBA

Results segment # 2: HC_NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.40	4.40

ROAD (0.00 + 61.95 + 0.00) = 61.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	74.64	0.00	-6.69	-0.98	0.00	0.00	-5.01	61.95

Segment Leq : 61.95 dBA

Results segment # 3: Lebelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	1.89	3.89

ROAD (0.00 + 34.48 + 0.00) = 34.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.52	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.48

Segment Leq : 34.48 dBA

Total Leq All Segments: 66.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.65
(NIGHT): 66.97

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC_SB (day/night)

Car traffic volume : 16664/3503 veh/TimePeriod *
Medium truck volume : 1168/246 veh/TimePeriod *
Heavy truck volume : 9594/2017 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33191
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 34.98
Day (16 hrs) % of Total Volume : 82.63

Data for Segment # 1: HC_SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC_NB (day/night)

```

-----
Car traffic volume : 19285/4660 veh/TimePeriod *
Medium truck volume : 904/218 veh/TimePeriod *
Heavy truck volume : 6626/1601 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33294
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.37
Heavy Truck % of Total Volume : 24.71
Day (16 hrs) % of Total Volume : 80.54
  
```

Data for Segment # 2: HC_NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! -0.43 ! 1.57
  
```

ROAD (0.00 + 55.53 + 0.00) = 55.53 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 79.29 0.00 -9.67 -1.15 0.00 0.00 -12.94 55.53
-----
  
```

Segment Leq : 55.53 dBA

Results segment # 2: HC_NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	-0.43	1.57

ROAD (0.00 + 55.68 + 0.00) = 55.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	77.80	0.00	-7.93	-1.16	0.00	0.00	-13.02	55.68

Segment Leq : 55.68 dBA

Total Leq All Segments: 58.62 dBA

Results segment # 1: HC_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.43	4.43

ROAD (0.00 + 64.55 + 0.00) = 64.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	75.53	0.00	-8.80	-0.97	0.00	0.00	-5.00	60.75*
-90	90	0.54	75.53	0.00	-9.72	-1.25	0.00	0.00	0.00	64.55

* Bright Zone !

Segment Leq : 64.55 dBA

Results segment # 2: HC_NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.23 ! 4.50 ! 2.41 ! 4.41

ROAD (0.00 + 61.56 + 0.00) = 61.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	74.64	0.00	-7.08	-0.98	0.00	0.00	-5.01	61.56

Segment Leq : 61.56 dBA

Total Leq All Segments: 66.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.62
(NIGHT): 66.32

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC_SB (day/night)

Car traffic volume : 16992/3862 veh/TimePeriod *
Medium truck volume : 1082/246 veh/TimePeriod *
Heavy truck volume : 9100/2068 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33350
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.98
Heavy Truck % of Total Volume : 33.49
Day (16 hrs) % of Total Volume : 81.48

Data for Segment # 1: HC_SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC_NB (day/night)

Car traffic volume : 17743/4175 veh/TimePeriod *
Medium truck volume : 843/198 veh/TimePeriod *
Heavy truck volume : 6348/1494 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30801
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 25.46
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 2: HC_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.61	1.61

ROAD (0.00 + 72.77 + 0.00) = 72.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-6.30	0.00	0.00	0.00	-4.98	67.79*
-90	90	0.00	79.07	0.00	-6.30	0.00	0.00	0.00	0.00	72.77

* Bright Zone !

Segment Leq : 72.77 dBA

Results segment # 2: HC_NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	1.62	1.62

ROAD (0.00 + 72.28 + 0.00) = 72.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.60	0.00	-5.31	0.00	0.00	0.00	-4.98	67.31*
-90	90	0.00	77.60	0.00	-5.31	0.00	0.00	0.00	0.00	72.28

* Bright Zone !

Segment Leq : 72.28 dBA

Total Leq All Segments: 75.54 dBA

Results segment # 1: HC_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.16	4.16

ROAD (0.00 + 69.15 + 0.00) = 69.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.65	0.00	-6.50	0.00	0.00	0.00	-0.23	68.92*
-90	90	0.00	75.65	0.00	-6.50	0.00	0.00	0.00	0.00	69.15

* Bright Zone !

Segment Leq : 69.15 dBA

Results segment # 2: HC_NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	3.96	3.96

ROAD (0.00 + 68.76 + 0.00) = 68.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.32	0.00	-5.56	0.00	0.00	0.00	-0.28	68.48*
-90	90	0.00	74.32	0.00	-5.56	0.00	0.00	0.00	0.00	68.76

* Bright Zone !

Segment Leq : 68.76 dBA

Total Leq All Segments: 71.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.54
(NIGHT): 71.97

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17355/3779 veh/TimePeriod *
Medium truck volume : 1124/245 veh/TimePeriod *
Heavy truck volume : 9486/2065 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34054
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 33.92
Day (16 hrs) % of Total Volume : 82.12

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17735/4144 veh/TimePeriod *
Medium truck volume : 853/199 veh/TimePeriod *
Heavy truck volume : 6433/1503 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30868
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 25.71
Day (16 hrs) % of Total Volume : 81.06

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 18714/1694 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.70

```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.37 + 0.00) = 65.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.25	0.00	-12.47	-1.41	0.00	0.00	0.00	65.37

Segment Leq : 65.37 dBA

Results segment # 2: HC-NB (day)

Source height = 2.25 m

ROAD (0.00 + 65.18 + 0.00) = 65.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.65	0.00	-11.06	-1.42	0.00	0.00	0.00	65.18

Segment Leq : 65.18 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 60.39 + 0.00) = 60.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.78	0.00	-2.39	0.00	0.00	0.00	0.00	60.39

Segment Leq : 60.39 dBA

Total Leq All Segments: 68.94 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.64	0.00	-11.13	-1.25	0.00	0.00	0.00	63.25

Segment Leq : 63.25 dBA

Results segment # 2: HC-NB (night)

Source height = 2.25 m

ROAD (0.00 + 63.44 + 0.00) = 63.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.35	0.00	-9.64	-1.26	0.00	0.00	0.00	63.44

Segment Leq : 63.44 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.36	0.00	-2.86	0.00	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Total Leq All Segments: 66.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.94
(NIGHT): 66.53

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 14631/3016 veh/TimePeriod *
Medium truck volume : 756/156 veh/TimePeriod *
Heavy truck volume : 6402/1320 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26280
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 29.38
Day (16 hrs) % of Total Volume : 82.91

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17063/3554 veh/TimePeriod *
Medium truck volume : 911/190 veh/TimePeriod *
Heavy truck volume : 5384/1122 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28224
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.90
Heavy Truck % of Total Volume : 23.05
Day (16 hrs) % of Total Volume : 82.76

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana (day/night)

```

-----
Car traffic volume : 18714/1694 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.70
  
```

Data for Segment # 3: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.33 m

ROAD (0.00 + 74.29 + 0.00) = 74.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.58	0.00	-3.29	0.00	0.00	0.00	0.00	74.29

Segment Leq : 74.29 dBA

Results segment # 2: HC-NB (day)

Source height = 2.19 m

ROAD (0.00 + 76.67 + 0.00) = 76.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.95	0.00	-0.28	0.00	0.00	0.00	0.00	76.67

Segment Leq : 76.67 dBA

Results segment # 3: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.78	0.00	-3.80	0.00	0.00	0.00	0.00	58.98

Segment Leq : 58.98 dBA

Total Leq All Segments: 78.70 dBA

Results segment # 1: HC-SB (night)

Source height = 2.33 m

ROAD (0.00 + 70.05 + 0.00) = 70.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.73	0.00	-3.68	0.00	0.00	0.00	0.00	70.05

Segment Leq : 70.05 dBA

Results segment # 2: HC-NB (night)

Source height = 2.19 m

ROAD (0.00 + 72.12 + 0.00) = 72.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.15	0.00	-1.03	0.00	0.00	0.00	0.00	72.12

Segment Leq : 72.12 dBA

Results segment # 3: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 53.50 + 0.00) = 53.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.36	0.00	-1.86	0.00	0.00	0.00	0.00	53.50

Segment Leq : 53.50 dBA

Total Leq All Segments: 74.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 78.70
(NIGHT): 74.25

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8548/2219 veh/TimePeriod *
Medium truck volume : 836/217 veh/TimePeriod *
Heavy truck volume : 7410/1924 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.98
Heavy Truck % of Total Volume : 44.12
Day (16 hrs) % of Total Volume : 79.39

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 8193/2200 veh/TimePeriod *
Medium truck volume : 549/147 veh/TimePeriod *
Heavy truck volume : 4447/1194 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.16
Heavy Truck % of Total Volume : 33.72
Day (16 hrs) % of Total Volume : 78.83

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 72.64 + 0.00) = 72.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-7.38	0.00	0.00	0.00	0.00	72.64

Segment Leq : 72.64 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.40 m

ROAD (0.00 + 71.60 + 0.00) = 71.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.90	0.00	-6.30	0.00	0.00	0.00	0.00	71.60

Segment Leq : 71.60 dBA

Total Leq All Segments: 75.16 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 69.64 + 0.00) = 69.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.17	0.00	-7.53	0.00	0.00	0.00	0.00	69.64

Segment Leq : 69.64 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.40 m

ROAD (0.00 + 68.70 + 0.00) = 68.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-6.50	0.00	0.00	0.00	0.00	68.70

Segment Leq : 68.70 dBA

Total Leq All Segments: 72.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.16
(NIGHT): 72.21

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8206/1789 veh/TimePeriod *
Medium truck volume : 819/179 veh/TimePeriod *
Heavy truck volume : 7325/1597 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19915
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 44.80
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10960/3290 veh/TimePeriod *
Medium truck volume : 767/230 veh/TimePeriod *
Heavy truck volume : 6323/1898 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23469
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.25
Heavy Truck % of Total Volume : 35.03
Day (16 hrs) % of Total Volume : 76.91

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 10352/878   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11230
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.18

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 60.93 + 0.00) = 60.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.96	0.00	-17.62	-1.41	0.00	0.00	0.00	60.93

Segment Leq : 60.93 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.40 m

ROAD (0.00 + 60.91 + 0.00) = 60.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.41	0.00	-17.09	-1.41	0.00	0.00	0.00	60.91

Segment Leq : 60.91 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 41.42 + 0.00) = 41.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.21	0.00	-17.33	-1.46	0.00	0.00	0.00	41.42

Segment Leq : 41.42 dBA

Total Leq All Segments: 63.95 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 58.34 + 0.00) = 58.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.36	0.00	-16.76	-1.25	0.00	0.00	0.00	58.34

Segment Leq : 58.34 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.40 m

ROAD (0.00 + 59.67 + 0.00) = 59.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.20	0.00	-16.27	-1.25	0.00	0.00	0.00	59.67

Segment Leq : 59.67 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.51	0.00	-16.53	-1.35	0.00	0.00	0.00	34.62

Segment Leq : 34.62 dBA

Total Leq All Segments: 62.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.95
(NIGHT): 62.07

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7367/1787 veh/TimePeriod *
Medium truck volume : 681/165 veh/TimePeriod *
Heavy truck volume : 5934/1439 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17372
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.87
Heavy Truck % of Total Volume : 42.44
Day (16 hrs) % of Total Volume : 80.48

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10589/2724 veh/TimePeriod *
Medium truck volume : 657/169 veh/TimePeriod *
Heavy truck volume : 5098/1311 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 31.19
Day (16 hrs) % of Total Volume : 79.54

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 10352/878   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11230
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.18
  
```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows   :      0 / 0
Surface            :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height    : 1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 69.76 + 0.00) = 69.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-9.31	0.00	0.00	0.00	0.00	69.76

Segment Leq : 69.76 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.36 m

ROAD (0.00 + 69.76 + 0.00) = 69.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.53	0.00	-8.77	0.00	0.00	0.00	0.00	69.76

Segment Leq : 69.76 dBA

Results segment # 3: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 60.21 + 0.00) = 60.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.21	0.00	0.00	0.00	0.00	0.00	0.00	60.21

Segment Leq : 60.21 dBA

Total Leq All Segments: 73.00 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 67.16 + 0.00) = 67.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.93	0.00	-8.77	0.00	0.00	0.00	0.00	67.16

Segment Leq : 67.16 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.36 m

ROAD (0.00 + 67.49 + 0.00) = 67.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.64	0.00	-8.15	0.00	0.00	0.00	0.00	67.49

Segment Leq : 67.49 dBA

Results segment # 3: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 51.71 + 0.00) = 51.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.51	0.00	-0.79	0.00	0.00	0.00	0.00	51.71

Segment Leq : 51.71 dBA

Total Leq All Segments: 70.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 73.00
(NIGHT): 70.40

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7267/1758 veh/TimePeriod *
Medium truck volume : 672/163 veh/TimePeriod *
Heavy truck volume : 5856/1417 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17131
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.87
Heavy Truck % of Total Volume : 42.45
Day (16 hrs) % of Total Volume : 80.52

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 10080/2654 veh/TimePeriod *
Medium truck volume : 631/166 veh/TimePeriod *
Heavy truck volume : 4917/1294 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19743
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 31.46
Day (16 hrs) % of Total Volume : 79.16

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 55.20 + 0.00) = 55.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.01	0.00	-22.40	-1.41	0.00	0.00	0.00	55.20

Segment Leq : 55.20 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.37 m

ROAD (0.00 + 54.85 + 0.00) = 54.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.37	0.00	-22.10	-1.41	0.00	0.00	0.00	54.85

Segment Leq : 54.85 dBA

Total Leq All Segments: 58.04 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 53.79 + 0.00) = 53.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.86	0.00	-20.81	-1.25	0.00	0.00	0.00	53.79

Segment Leq : 53.79 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.37 m

ROAD (0.00 + 53.83 + 0.00) = 53.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.58	0.00	-20.50	-1.26	0.00	0.00	0.00	53.83

Segment Leq : 53.83 dBA

Total Leq All Segments: 56.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.04
(NIGHT): 56.82

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8054/1857 veh/TimePeriod *
Medium truck volume : 594/137 veh/TimePeriod *
Heavy truck volume : 5045/1163 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16851
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 36.84
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10562/2684 veh/TimePeriod *
Medium truck volume : 593/151 veh/TimePeriod *
Heavy truck volume : 4438/1127 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19554
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 28.46
Day (16 hrs) % of Total Volume : 79.74

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 17834/1419 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 149/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19652
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.63
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! -0.71 ! 1.79
  
```

ROAD (0.00 + 61.49 + 0.00) = 61.49 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 78.41 0.00 -6.99 0.00 0.00 0.00 -9.93 61.49
-----
  
```

Segment Leq : 61.49 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.31 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.31	!	1.50	!	-0.67	!	1.83

ROAD (0.00 + 61.79 + 0.00) = 61.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.97	0.00	-5.95	0.00	0.00	0.00	-10.24	61.79

Segment Leq : 61.79 dBA

Results segment # 3: Howard (day)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.95	!	1.50	!	-1.08	!	1.42

ROAD (0.00 + 46.27 + 0.00) = 46.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.77	0.00	-10.62	0.00	0.00	0.00	-9.89	46.27

Segment Leq : 46.27 dBA

Total Leq All Segments: 64.72 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	1.27 !	3.77

ROAD (0.00 + 61.78 + 0.00) = 61.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.05	0.00	-7.16	0.00	0.00	0.00	-6.11	61.78

Segment Leq : 61.78 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.31 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.31 !	4.50 !	1.05 !	3.55

ROAD (0.00 + 62.17 + 0.00) = 62.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.03	0.00	-6.16	0.00	0.00	0.00	-6.69	62.17

Segment Leq : 62.17 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 4.50 ! 1.66 ! 4.16

ROAD (0.00 + 42.76 + 0.00) = 42.76 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 58.82 0.00 -10.41 0.00 0.00 0.00 -5.64 42.76
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 42.76 dBA

Total Leq All Segments: 65.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.72
(NIGHT): 65.02

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10164/2369 veh/TimePeriod *
Medium truck volume : 567/132 veh/TimePeriod *
Heavy truck volume : 4349/1014 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18595
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 28.84
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12740/2844 veh/TimePeriod *
Medium truck volume : 545/122 veh/TimePeriod *
Heavy truck volume : 3544/791 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20587
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.24
Heavy Truck % of Total Volume : 21.06
Day (16 hrs) % of Total Volume : 81.75

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 17834/1419 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 149/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19652
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.63
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Talbot-EB (day)

Source height = 2.32 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 1.50 ! 1.67 ! 1.67
  
```

ROAD (0.00 + 64.36 + 0.00) = 64.36 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.87 0.00 -6.23 0.00 0.00 0.00 -7.28 64.36
-----
  
```

Segment Leq : 64.36 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	1.69 !	1.69

ROAD (0.00 + 64.96 + 0.00) = 64.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-4.77	0.00	0.00	0.00	-7.43	64.96

Segment Leq : 64.96 dBA

Results segment # 3: Howard (day)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.95 !	1.50 !	1.45 !	1.45

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.77	0.00	-9.41	0.00	0.00	0.00	-7.59	49.77

Segment Leq : 49.77 dBA

Total Leq All Segments: 67.75 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	3.97	3.97

ROAD (0.00 + 68.12 + 0.00) = 68.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.56	0.00	-6.43	0.00	0.00	0.00	-3.61	64.52*
-90	90	0.00	74.56	0.00	-6.43	0.00	0.00	0.00	0.00	68.12

* Bright Zone !

Segment Leq : 68.12 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	3.83	3.83

ROAD (0.00 + 68.52 + 0.00) = 68.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.66	0.00	-5.14	0.00	0.00	0.00	-3.83	64.68*
-90	90	0.00	73.66	0.00	-5.14	0.00	0.00	0.00	0.00	68.52

* Bright Zone !

Segment Leq : 68.52 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.95	!	4.50	!	4.16	!	4.16

ROAD (0.00 + 49.31 + 0.00) = 49.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.82	0.00	-9.51	0.00	0.00	0.00	-2.71	46.60*
-90	90	0.00	58.82	0.00	-9.51	0.00	0.00	0.00	0.00	49.31

* Bright Zone !

Segment Leq : 49.31 dBA

Total Leq All Segments: 71.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.75
(NIGHT): 71.36

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10164/2369 veh/TimePeriod *
Medium truck volume : 567/132 veh/TimePeriod *
Heavy truck volume : 4349/1014 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18595
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 28.84
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```
-----
Car traffic volume : 12740/2844 veh/TimePeriod *
Medium truck volume : 545/122 veh/TimePeriod *
Heavy truck volume : 3544/791 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 20587
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.24
Heavy Truck % of Total Volume : 21.06
Day (16 hrs) % of Total Volume : 81.75
```

Data for Segment # 2: Talbot-WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Talbot-EB (day)

Source height = 2.32 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 1.50 ! 1.61 ! 1.61
```

ROAD (0.00 + 63.61 + 0.00) = 63.61 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.87 0.00 -6.30 0.00 0.00 0.00 -7.96 63.61
-----
```

Segment Leq : 63.61 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.14	!	1.50	!	1.70	!	1.70

ROAD (0.00 + 63.72 + 0.00) = 63.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	77.16	0.00	-4.17	-1.09	0.00	0.00	-8.17	63.72

Segment Leq : 63.72 dBA

Total Leq All Segments: 66.68 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	4.50	!	4.08	!	4.08

ROAD (0.00 + 68.06 + 0.00) = 68.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.56	0.00	-6.50	0.00	0.00	0.00	-2.81	65.25*
-90	90	0.00	74.56	0.00	-6.50	0.00	0.00	0.00	0.00	68.06

* Bright Zone !

Segment Leq : 68.06 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
2.14 !	4.50 !	3.62 !	3.62

ROAD (0.00 + 67.29 + 0.00) = 67.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	73.66	0.00	-4.50	-0.91	0.00	0.00	-4.21	64.03*
-90	90	0.55	73.66	0.00	-5.10	-1.27	0.00	0.00	0.00	67.29

* Bright Zone !

Segment Leq : 67.29 dBA

Total Leq All Segments: 70.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.68
(NIGHT): 70.70

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401_NB (day/night)

Car traffic volume : 3168/1130 veh/TimePeriod *
Medium truck volume : 396/141 veh/TimePeriod *
Heavy truck volume : 3590/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.54
Heavy Truck % of Total Volume : 50.18
Day (16 hrs) % of Total Volume : 73.71

Data for Segment # 1: Hwy 401_NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401_SB (day/night)

```

-----
Car traffic volume : 3217/1396 veh/TimePeriod *
Medium truck volume : 315/137 veh/TimePeriod *
Heavy truck volume : 2509/1089 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8663
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.22
Heavy Truck % of Total Volume : 41.53
Day (16 hrs) % of Total Volume : 69.74
  
```

Data for Segment # 2: Hwy 401_SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401_NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
  
```

ROAD (0.00 + 60.02 + 0.00) = 60.02 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 78.33 0.00 -10.22 -1.08 0.00 0.00 -7.01 60.02
-----
  
```

Segment Leq : 60.02 dBA

Results segment # 2: Hwy 401_SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 60.05 + 0.00) = 60.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	76.86	0.00	-8.73	-1.08	0.00	0.00	-7.01	60.05

Segment Leq : 60.05 dBA

Total Leq All Segments: 63.05 dBA

Results segment # 1: Hwy 401_NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.15	!	4.15

ROAD (0.00 + 64.47 + 0.00) = 64.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.86	0.00	-9.81	-0.90	0.00	0.00	-2.46	63.69*
-90	90	0.54	76.86	0.00	-11.13	-1.25	0.00	0.00	0.00	64.47

* Bright Zone !

Segment Leq : 64.47 dBA

Results segment # 2: Hwy 401_SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.40	!	4.50	!	3.90	!	3.90

ROAD (0.00 + 65.38 + 0.00) = 65.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.25	0.00	-8.48	-0.90	0.00	0.00	-3.92	62.95*
-90	90	0.54	76.25	0.00	-9.62	-1.25	0.00	0.00	0.00	65.38

* Bright Zone !

Segment Leq : 65.38 dBA

Total Leq All Segments: 67.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.05
(NIGHT): 67.96

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 23618/2387 veh/TimePeriod *
Medium truck volume : 374/38 veh/TimePeriod *
Heavy truck volume : 638/64 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27120
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 2.59
Day (16 hrs) % of Total Volume : 90.82

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 25139/1915 veh/TimePeriod *
Medium truck volume : 342/26 veh/TimePeriod *
Heavy truck volume : 247/19 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.96
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Malden (day/night)

Car traffic volume : 10398/1071 veh/TimePeriod *
Medium truck volume : 439/45 veh/TimePeriod *
Heavy truck volume : 1639/169 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.52
Heavy Truck % of Total Volume : 13.14
Day (16 hrs) % of Total Volume : 90.66

Data for Segment # 3: Malden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Spring Garde (day/night)

```

-----
Car traffic volume : 5489/464 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

```

Data for Segment # 4: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.27 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.89	0.00	-23.28	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 48.86 + 0.00) = 48.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.95	0.00	-23.63	-1.46	0.00	0.00	0.00	48.86

Segment Leq : 48.86 dBA

Results segment # 3: Malden (day)

Source height = 1.90 m

ROAD (0.00 + 66.57 + 0.00) = 66.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.13	0.00	-5.56	0.00	0.00	0.00	0.00	66.57

Segment Leq : 66.57 dBA

Results segment # 4: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 54.30 + 0.00) = 54.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.46	0.00	-3.15	0.00	0.00	0.00	0.00	54.30

Segment Leq : 54.30 dBA

Total Leq All Segments: 66.98 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.27 m

ROAD (0.00 + 44.45 + 0.00) = 44.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.94	0.00	-22.17	-1.31	0.00	0.00	0.00	44.45

Segment Leq : 44.45 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 41.84 + 0.00) = 41.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.79	0.00	-22.62	-1.33	0.00	0.00	0.00	41.84

Segment Leq : 41.84 dBA

Results segment # 3: Malden (night)

Source height = 1.90 m

ROAD (0.00 + 59.48 + 0.00) = 59.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.27	0.00	-5.80	0.00	0.00	0.00	0.00	59.48

Segment Leq : 59.48 dBA

Results segment # 4: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 49.19 + 0.00) = 49.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.74	0.00	-0.54	0.00	0.00	0.00	0.00	49.19

Segment Leq : 49.19 dBA

Total Leq All Segments: 60.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.98
(NIGHT): 60.06

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 23618/2387 veh/TimePeriod *
Medium truck volume : 374/38 veh/TimePeriod *
Heavy truck volume : 638/64 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27120
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 2.59
Day (16 hrs) % of Total Volume : 90.82

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 25139/1915 veh/TimePeriod *
Medium truck volume : 342/26 veh/TimePeriod *
Heavy truck volume : 247/19 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.96
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 322.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Spring garde (day/night)

Car traffic volume : 5489/464 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 3: Spring garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC NB (day/night)

Car traffic volume : 22916/5733 veh/TimePeriod *
Medium truck volume : 900/225 veh/TimePeriod *
Heavy truck volume : 6678/1671 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38122
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.95
Heavy Truck % of Total Volume : 21.90
Day (16 hrs) % of Total Volume : 79.99

Data for Segment # 4: HC NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: HC SB (day/night)

```

-----
Car traffic volume : 18502/4048 veh/TimePeriod *
Medium truck volume : 1095/239 veh/TimePeriod *
Heavy truck volume : 8982/1965 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 34831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.83
Heavy Truck % of Total Volume : 31.43
Day (16 hrs) % of Total Volume : 82.05

```

Data for Segment # 5: HC SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.27 m

ROAD (0.00 + 51.35 + 0.00) = 51.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.89	0.00	-22.08	-1.46	0.00	0.00	0.00	51.35

Segment Leq : 51.35 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 50.00 + 0.00) = 50.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.95	0.00	-22.50	-1.46	0.00	0.00	0.00	50.00

Segment Leq : 50.00 dBA

Results segment # 3: Spring garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.54 + 0.00) = 50.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.46	0.00	-5.46	-1.46	0.00	0.00	0.00	50.54

Segment Leq : 50.54 dBA

Results segment # 4: HC NB (day)

Source height = 2.16 m

ROAD (0.00 + 51.53 + 0.00) = 51.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.87	0.00	-24.92	-1.42	0.00	0.00	0.00	51.53

Segment Leq : 51.53 dBA

Results segment # 5: HC SB (day)

Source height = 2.37 m

ROAD (0.00 + 52.98 + 0.00) = 52.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.03	0.00	-24.64	-1.41	0.00	0.00	0.00	52.98

Segment Leq : 52.98 dBA

Total Leq All Segments: 58.39 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.27 m

ROAD (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.94	0.00	-20.79	-1.31	0.00	0.00	0.00	45.84

Segment Leq : 45.84 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.79	0.00	-21.11	-1.33	0.00	0.00	0.00	43.35

Segment Leq : 43.35 dBA

Results segment # 3: Spring garde (night)

Source height = 0.50 m

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.74	0.00	-2.34	-1.35	0.00	0.00	0.00	46.04

Segment Leq : 46.04 dBA

Results segment # 4: HC NB (night)

Source height = 2.16 m

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.86	0.00	-23.50	-1.27	0.00	0.00	0.00	50.10

Segment Leq : 50.10 dBA

Results segment # 5: HC SB (night)

Source height = 2.37 m

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.44	0.00	-23.23	-1.26	0.00	0.00	0.00	50.96

Segment Leq : 50.96 dBA

Total Leq All Segments: 55.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.39
(NIGHT): 55.15

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: EC Row EB (day/night)

Car traffic volume : 23618/2387 veh/TimePeriod *
Medium truck volume : 374/38 veh/TimePeriod *
Heavy truck volume : 638/64 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27120
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 2.59
Day (16 hrs) % of Total Volume : 90.82

Data for Segment # 1: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EC Row WB (day/night)

Car traffic volume : 25139/1915 veh/TimePeriod *
Medium truck volume : 342/26 veh/TimePeriod *
Heavy truck volume : 247/19 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.96
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 2: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC-SB (day/night)

Car traffic volume : 18502/4048 veh/TimePeriod *
Medium truck volume : 1095/239 veh/TimePeriod *
Heavy truck volume : 8982/1965 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.83
Heavy Truck % of Total Volume : 31.43
Day (16 hrs) % of Total Volume : 82.05

Data for Segment # 3: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: HC-NB (day/night)

Car traffic volume : 22916/5733 veh/TimePeriod *
Medium truck volume : 900/225 veh/TimePeriod *
Heavy truck volume : 6678/1671 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38122
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.95
Heavy Truck % of Total Volume : 21.90
Day (16 hrs) % of Total Volume : 79.99

Data for Segment # 4: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 5489/464 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 115.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: EC Row EB (day)

Source height = 1.27 m

ROAD (0.00 + 49.33 + 0.00) = 49.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.89	0.00	-24.11	-1.46	0.00	0.00	0.00	49.33

Segment Leq : 49.33 dBA

Results segment # 2: EC Row WB (day)

Source height = 0.99 m

ROAD (0.00 + 48.06 + 0.00) = 48.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.95	0.00	-24.44	-1.46	0.00	0.00	0.00	48.06

Segment Leq : 48.06 dBA

Results segment # 3: HC-SB (day)

Source height = 2.37 m

ROAD (0.00 + 56.22 + 0.00) = 56.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.03	0.00	-21.40	-1.41	0.00	0.00	0.00	56.22

Segment Leq : 56.22 dBA

Results segment # 4: HC-NB (day)

Source height = 2.16 m

ROAD (0.00 + 54.61 + 0.00) = 54.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.87	0.00	-21.84	-1.42	0.00	0.00	0.00	54.61

Segment Leq : 54.61 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 41.51 + 0.00) = 41.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.46	0.00	-14.49	-1.46	0.00	0.00	0.00	41.51

Segment Leq : 41.51 dBA

Total Leq All Segments: 59.40 dBA

Results segment # 1: EC Row EB (night)

Source height = 1.27 m

ROAD (0.00 + 43.67 + 0.00) = 43.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.94	0.00	-22.95	-1.31	0.00	0.00	0.00	43.67

Segment Leq : 43.67 dBA

Results segment # 2: EC Row WB (night)

Source height = 0.99 m

ROAD (0.00 + 41.08 + 0.00) = 41.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.79	0.00	-23.39	-1.33	0.00	0.00	0.00	41.08

Segment Leq : 41.08 dBA

Results segment # 3: HC-SB (night)

Source height = 2.37 m

ROAD (0.00 + 54.03 + 0.00) = 54.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.44	0.00	-20.15	-1.26	0.00	0.00	0.00	54.03

Segment Leq : 54.03 dBA

Results segment # 4: HC-NB (night)

Source height = 2.16 m

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.86	0.00	-20.58	-1.27	0.00	0.00	0.00	53.02

Segment Leq : 53.02 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 34.23 + 0.00) = 34.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.74	0.00	-14.15	-1.35	0.00	0.00	0.00	34.23

Segment Leq : 34.23 dBA

Total Leq All Segments: 56.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.40
(NIGHT): 56.92

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16664/3503 veh/TimePeriod *
Medium truck volume : 1168/246 veh/TimePeriod *
Heavy truck volume : 9594/2017 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33191
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 34.98
Day (16 hrs) % of Total Volume : 82.63

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 19285/4660 veh/TimePeriod *
Medium truck volume : 904/218 veh/TimePeriod *
Heavy truck volume : 6626/1601 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33294
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.37
Heavy Truck % of Total Volume : 24.71
Day (16 hrs) % of Total Volume : 80.54

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```
-----
Car traffic volume : 18100/1580 veh/TimePeriod *
Medium truck volume : 234/20 veh/TimePeriod *
Heavy truck volume : 116/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 20062
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 91.97
```

Data for Segment # 3: Lambton (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 345.00 / 348.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: HC-SB (day)

Source height = 2.40 m

ROAD (0.00 + 60.26 + 0.00) = 60.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.29	0.00	-17.62	-1.41	0.00	0.00	0.00	60.26

Segment Leq : 60.26 dBA

Results segment # 2: HC-NB (day)

Source height = 2.23 m

ROAD (0.00 + 58.20 + 0.00) = 58.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.80	0.00	-18.17	-1.42	0.00	0.00	0.00	58.20

Segment Leq : 58.20 dBA

Results segment # 3: Lambton (day)

Source height = 0.89 m

ROAD (0.00 + 40.59 + 0.00) = 40.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.65	0.00	-22.60	-1.46	0.00	0.00	0.00	40.59

Segment Leq : 40.59 dBA

Total Leq All Segments: 62.39 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.97 + 0.00) = 57.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.53	0.00	-16.31	-1.25	0.00	0.00	0.00	57.97

Segment Leq : 57.97 dBA

Results segment # 2: HC-NB (night)

Source height = 2.23 m

ROAD (0.00 + 56.38 + 0.00) = 56.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.64	0.00	-17.00	-1.26	0.00	0.00	0.00	56.38

Segment Leq : 56.38 dBA

Results segment # 3: Lambton (night)

Source height = 0.89 m

ROAD (0.00 + 34.03 + 0.00) = 34.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.05	0.00	-21.69	-1.33	0.00	0.00	0.00	34.03

Segment Leq : 34.03 dBA

Total Leq All Segments: 60.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.39
(NIGHT): 60.27

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16664/3503 veh/TimePeriod *
Medium truck volume : 1168/246 veh/TimePeriod *
Heavy truck volume : 9594/2017 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33191
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 34.98
Day (16 hrs) % of Total Volume : 82.63

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 19285/4660 veh/TimePeriod *
Medium truck volume : 904/218 veh/TimePeriod *
Heavy truck volume : 6626/1601 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33294
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.37
Heavy Truck % of Total Volume : 24.71
Day (16 hrs) % of Total Volume : 80.54

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

Car traffic volume : 18100/1580 veh/TimePeriod *
Medium truck volume : 234/20 veh/TimePeriod *
Heavy truck volume : 116/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20062
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 91.97

Data for Segment # 3: Lambton (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: HC-SB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.55	1.55

ROAD (0.00 + 63.50 + 0.00) = 63.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.29	0.00	-13.58	-1.25	0.00	0.00	-5.00	59.46*
-90	90	0.63	79.29	0.00	-14.38	-1.41	0.00	0.00	0.00	63.50

* Bright Zone !

Segment Leq : 63.50 dBA

Results segment # 2: HC-NB (day)

 Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	1.53	1.53

ROAD (0.00 + 61.01 + 0.00) = 61.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.80	0.00	-14.51	-1.26	0.00	0.00	-5.00	57.03*
-90	90	0.64	77.80	0.00	-15.36	-1.42	0.00	0.00	0.00	61.01

* Bright Zone !

Segment Leq : 61.01 dBA

Results segment # 3: Lambton (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.38	1.38

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.65	0.00	-3.01	0.00	0.00	0.00	-5.07	56.57

Segment Leq : 56.57 dBA

Total Leq All Segments: 65.97 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.44	4.44

ROAD (0.00 + 60.86 + 0.00) = 60.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	75.53	0.00	-12.62	-1.08	0.00	0.00	-0.07	61.76*
-90	90	0.54	75.53	0.00	-13.41	-1.25	0.00	0.00	0.00	60.86

* Bright Zone !

Segment Leq : 60.86 dBA

Results segment # 2: HC-NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	4.45	4.45

ROAD (0.00 + 59.01 + 0.00) = 59.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	74.64	0.00	-13.52	-1.09	0.00	0.00	-0.07	59.96*
-90	90	0.55	74.64	0.00	-14.36	-1.26	0.00	0.00	0.00	59.01

* Bright Zone !

Segment Leq : 59.01 dBA

Results segment # 3: Lambton (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	5.70	5.70

ROAD (0.00 + 56.26 + 0.00) = 56.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.05	0.00	-0.79	0.00	0.00	0.00	99.00	155.26
-90	90	0.00	57.05	0.00	-0.79	0.00	0.00	0.00	0.00	56.26

* Bright Zone !

Segment Leq : 56.26 dBA

Total Leq All Segments: 63.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.97
(NIGHT): 63.87

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 16992/3862 veh/TimePeriod *
Medium truck volume : 1082/246 veh/TimePeriod *
Heavy truck volume : 9100/2068 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33350
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.98
Heavy Truck % of Total Volume : 33.49
Day (16 hrs) % of Total Volume : 81.48

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17743/4175 veh/TimePeriod *
Medium truck volume : 843/198 veh/TimePeriod *
Heavy truck volume : 6348/1494 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30801
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 25.46
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton (day/night)

```

-----
Car traffic volume : 18100/1580 veh/TimePeriod *
Medium truck volume : 234/20 veh/TimePeriod *
Heavy truck volume : 116/10 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20062
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 91.97
  
```

Data for Segment # 3: Lambton (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: HC-SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! -0.41 ! 1.59
  
```

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 79.07 0.00 -7.97 0.00 0.00 0.00 -9.96 61.14
-----
  
```

Segment Leq : 61.14 dBA

Results segment # 2: HC-NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	-0.44	1.56

ROAD (0.00 + 59.00 + 0.00) = 59.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.60	0.00	-8.61	0.00	0.00	0.00	-9.98	59.00

Segment Leq : 59.00 dBA

Results segment # 3: Lambton (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	-0.59	1.41

ROAD (0.00 + 48.01 + 0.00) = 48.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.65	0.00	-6.09	0.00	0.00	0.00	-10.56	48.01

Segment Leq : 48.01 dBA

Total Leq All Segments: 63.34 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.36	4.36

ROAD (0.00 + 67.82 + 0.00) = 67.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.65	0.00	-7.83	0.00	0.00	0.00	-4.05	63.77*
-90	90	0.00	75.65	0.00	-7.83	0.00	0.00	0.00	0.00	67.82

* Bright Zone !

Segment Leq : 67.82 dBA

Results segment # 2: HC-NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.37	4.37

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.32	0.00	-8.49	0.00	0.00	0.00	-4.01	61.82*
-90	90	0.00	74.32	0.00	-8.49	0.00	0.00	0.00	0.00	65.83

* Bright Zone !

Segment Leq : 65.83 dBA

Results segment # 3: Lambton (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.82	!	3.82

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.05	0.00	-6.30	0.00	0.00	0.00	-5.00	45.75

Segment Leq : 45.75 dBA

Total Leq All Segments: 69.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.34
(NIGHT): 69.96

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17355/3779 veh/TimePeriod *
Medium truck volume : 1124/245 veh/TimePeriod *
Heavy truck volume : 9486/2065 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34054
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 33.92
Day (16 hrs) % of Total Volume : 82.12

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

```

-----
Car traffic volume : 17735/4144 veh/TimePeriod *
Medium truck volume : 853/199 veh/TimePeriod *
Heavy truck volume : 6433/1503 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30868
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 25.71
Day (16 hrs) % of Total Volume : 81.06

```

Data for Segment # 2: HC-NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.40 m

ROAD (0.00 + 60.17 + 0.00) = 60.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.25	0.00	-17.66	-1.41	0.00	0.00	0.00	60.17

Segment Leq : 60.17 dBA

Results segment # 2: HC-NB (day)

Source height = 2.25 m

ROAD (0.00 + 57.88 + 0.00) = 57.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.65	0.00	-18.35	-1.42	0.00	0.00	0.00	57.88

Segment Leq : 57.88 dBA

Total Leq All Segments: 62.18 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.77 + 0.00) = 57.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.64	0.00	-16.61	-1.25	0.00	0.00	0.00	57.77

Segment Leq : 57.77 dBA

Results segment # 2: HC-NB (night)

Source height = 2.25 m

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.35	0.00	-17.24	-1.26	0.00	0.00	0.00	55.85

Segment Leq : 55.85 dBA

Total Leq All Segments: 59.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.18
(NIGHT): 59.93

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC-SB (day/night)

Car traffic volume : 17355/3779 veh/TimePeriod *
Medium truck volume : 1124/245 veh/TimePeriod *
Heavy truck volume : 9486/2065 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34054
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 33.92
Day (16 hrs) % of Total Volume : 82.12

Data for Segment # 1: HC-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC-NB (day/night)

Car traffic volume : 17735/4144 veh/TimePeriod *
Medium truck volume : 853/199 veh/TimePeriod *
Heavy truck volume : 6433/1503 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30868
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 25.71
Day (16 hrs) % of Total Volume : 81.06

Data for Segment # 2: HC-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 22466/1649 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.16

```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC-SB (day)

Source height = 2.40 m

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.25	0.00	-22.69	-1.41	0.00	0.00	0.00	55.14

Segment Leq : 55.14 dBA

Results segment # 2: HC-NB (day)

Source height = 2.25 m

ROAD (0.00 + 53.16 + 0.00) = 53.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.65	0.00	-23.08	-1.42	0.00	0.00	0.00	53.16

Segment Leq : 53.16 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 58.62 + 0.00) = 58.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.58	0.00	-4.96	0.00	0.00	0.00	0.00	58.62

Segment Leq : 58.62 dBA

Total Leq All Segments: 61.01 dBA

Results segment # 1: HC-SB (night)

Source height = 2.40 m

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.64	0.00	-21.39	-1.25	0.00	0.00	0.00	52.99

Segment Leq : 52.99 dBA

Results segment # 2: HC-NB (night)

Source height = 2.25 m

ROAD (0.00 + 51.36 + 0.00) = 51.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.35	0.00	-21.72	-1.26	0.00	0.00	0.00	51.36

Segment Leq : 51.36 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.24	0.00	-2.22	0.00	0.00	0.00	0.00	53.02

Segment Leq : 53.02 dBA

Total Leq All Segments: 57.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.01
(NIGHT): 57.29

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: HC Rd-SB (day/night)

Car traffic volume : 14631/3016 veh/TimePeriod *
Medium truck volume : 756/156 veh/TimePeriod *
Heavy truck volume : 6402/1320 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26280
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 29.38
Day (16 hrs) % of Total Volume : 82.91

Data for Segment # 1: HC Rd-SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: HC Rd-NB (day/night)

Car traffic volume : 17252/3594 veh/TimePeriod *
Medium truck volume : 722/150 veh/TimePeriod *
Heavy truck volume : 5384/1122 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28224
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.09
Heavy Truck % of Total Volume : 23.05
Day (16 hrs) % of Total Volume : 82.76

Data for Segment # 2: HC Rd-NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd (day/night)

```

-----
Car traffic volume : 22466/1649 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.16

```

Data for Segment # 3: Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: HC Rd-SB (day)

Source height = 2.33 m

ROAD (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.58	0.00	-22.95	-1.41	0.00	0.00	0.00	53.21

Segment Leq : 53.21 dBA

Results segment # 2: HC Rd-NB (day)

Source height = 2.19 m

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.92	0.00	-23.36	-1.42	0.00	0.00	0.00	52.14

Segment Leq : 52.14 dBA

Results segment # 3: Todd (day)

Source height = 0.50 m

ROAD (0.00 + 55.42 + 0.00) = 55.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.58	0.00	-6.70	-1.46	0.00	0.00	0.00	55.42

Segment Leq : 55.42 dBA

Total Leq All Segments: 58.58 dBA

Results segment # 1: HC Rd-SB (night)

Source height = 2.33 m

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.73	0.00	-21.44	-1.26	0.00	0.00	0.00	51.03

Segment Leq : 51.03 dBA

Results segment # 2: HC Rd-NB (night)

Source height = 2.19 m

ROAD (0.00 + 50.12 + 0.00) = 50.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.12	0.00	-21.73	-1.27	0.00	0.00	0.00	50.12

Segment Leq : 50.12 dBA

Results segment # 3: Todd (night)

Source height = 0.50 m

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.24	0.00	-4.08	-1.35	0.00	0.00	0.00	49.80

Segment Leq : 49.80 dBA

Total Leq All Segments: 55.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.58
(NIGHT): 55.12

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot EB (day/night)

Car traffic volume : 8549/2218 veh/TimePeriod *
Medium truck volume : 840/218 veh/TimePeriod *
Heavy truck volume : 7407/1922 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 44.10
Day (16 hrs) % of Total Volume : 79.40

Data for Segment # 1: Talbot EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot WB (day/night)

Car traffic volume : 8187/2203 veh/TimePeriod *
Medium truck volume : 554/149 veh/TimePeriod *
Heavy truck volume : 4443/1195 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.20
Heavy Truck % of Total Volume : 33.70
Day (16 hrs) % of Total Volume : 78.80

Data for Segment # 2: Talbot WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: HC line (day/night)

```

-----
Car traffic volume : 17044/1382 veh/TimePeriod *
Medium truck volume : 249/20 veh/TimePeriod *
Heavy truck volume : 498/40 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 2.80
Day (16 hrs) % of Total Volume : 92.50

```

Data for Segment # 3: HC line (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot EB (day)

Source height = 2.40 m

ROAD (0.00 + 58.03 + 0.00) = 58.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.02	0.00	-20.58	-1.41	0.00	0.00	0.00	58.03

Segment Leq : 58.03 dBA

Results segment # 2: Talbot WB (day)

Source height = 2.40 m

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.90	0.00	-20.88	-1.41	0.00	0.00	0.00	55.61

Segment Leq : 55.61 dBA

Results segment # 3: HC line (day)

Source height = 1.29 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.80	0.00	-19.06	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Total Leq All Segments: 60.28 dBA

Results segment # 1: Talbot EB (night)

Source height = 2.40 m

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.17	0.00	-19.34	-1.25	0.00	0.00	0.00	56.57

Segment Leq : 56.57 dBA

Results segment # 2: Talbot WB (night)

Source height = 2.40 m

ROAD (0.00 + 54.32 + 0.00) = 54.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.21	0.00	-19.64	-1.25	0.00	0.00	0.00	54.32

Segment Leq : 54.32 dBA

Results segment # 3: HC line (night)

Source height = 1.29 m

ROAD (0.00 + 41.36 + 0.00) = 41.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.87	0.00	-18.20	-1.31	0.00	0.00	0.00	41.36

Segment Leq : 41.36 dBA

Total Leq All Segments: 58.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.28
(NIGHT): 58.68

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8548/2219 veh/TimePeriod *
Medium truck volume : 836/217 veh/TimePeriod *
Heavy truck volume : 7410/1924 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.98
Heavy Truck % of Total Volume : 44.12
Day (16 hrs) % of Total Volume : 79.39

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 8193/2200 veh/TimePeriod *
Medium truck volume : 549/147 veh/TimePeriod *
Heavy truck volume : 4447/1194 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.16
Heavy Truck % of Total Volume : 33.72
Day (16 hrs) % of Total Volume : 78.83

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 61.91 + 0.00) = 61.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.02	0.00	-16.70	-1.41	0.00	0.00	0.00	61.91

Segment Leq : 61.91 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.40 m

ROAD (0.00 + 59.07 + 0.00) = 59.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.90	0.00	-17.42	-1.41	0.00	0.00	0.00	59.07

Segment Leq : 59.07 dBA

Total Leq All Segments: 63.73 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 60.02 + 0.00) = 60.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.17	0.00	-15.90	-1.25	0.00	0.00	0.00	60.02

Segment Leq : 60.02 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.40 m

ROAD (0.00 + 57.37 + 0.00) = 57.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.20	0.00	-16.58	-1.25	0.00	0.00	0.00	57.37

Segment Leq : 57.37 dBA

Total Leq All Segments: 61.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.73
(NIGHT): 61.90

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8206/1789 veh/TimePeriod *
Medium truck volume : 819/179 veh/TimePeriod *
Heavy truck volume : 7325/1597 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19915
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 44.80
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10960/3290 veh/TimePeriod *
Medium truck volume : 767/230 veh/TimePeriod *
Heavy truck volume : 6323/1898 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23469
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.25
Heavy Truck % of Total Volume : 35.03
Day (16 hrs) % of Total Volume : 76.91

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 18005/1243 veh/TimePeriod *
Medium truck volume : 390/27 veh/TimePeriod *
Heavy truck volume : 195/13 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19874
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.10
Heavy Truck % of Total Volume : 1.05
Day (16 hrs) % of Total Volume : 93.54

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 59.47 + 0.00) = 59.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.96	0.00	-19.08	-1.41	0.00	0.00	0.00	59.47

Segment Leq : 59.47 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.40 m

ROAD (0.00 + 58.43 + 0.00) = 58.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.41	0.00	-19.57	-1.41	0.00	0.00	0.00	58.43

Segment Leq : 58.43 dBA

Results segment # 3: Cousineau (day)

Source height = 1.01 m

ROAD (0.00 + 58.47 + 0.00) = 58.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.62	0.00	-5.68	-1.46	0.00	0.00	0.00	58.47

Segment Leq : 58.47 dBA

Total Leq All Segments: 63.59 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 57.29 + 0.00) = 57.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.36	0.00	-17.81	-1.25	0.00	0.00	0.00	57.29

Segment Leq : 57.29 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.40 m

ROAD (0.00 + 57.65 + 0.00) = 57.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.20	0.00	-18.29	-1.25	0.00	0.00	0.00	57.65

Segment Leq : 57.65 dBA

Results segment # 3: Cousineau (night)

Source height = 1.00 m

ROAD (0.00 + 53.32 + 0.00) = 53.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.97	0.00	-2.32	-1.33	0.00	0.00	0.00	53.32

Segment Leq : 53.32 dBA

Total Leq All Segments: 61.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.59
(NIGHT): 61.25

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7367/1787 veh/TimePeriod *
Medium truck volume : 681/165 veh/TimePeriod *
Heavy truck volume : 5934/1439 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17372
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.87
Heavy Truck % of Total Volume : 42.44
Day (16 hrs) % of Total Volume : 80.48

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10589/2724 veh/TimePeriod *
Medium truck volume : 657/169 veh/TimePeriod *
Heavy truck volume : 5098/1311 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 31.19
Day (16 hrs) % of Total Volume : 79.54

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau (day/night)

```

-----
Car traffic volume : 18005/1243 veh/TimePeriod *
Medium truck volume : 390/27 veh/TimePeriod *
Heavy truck volume : 195/13 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19874
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.10
Heavy Truck % of Total Volume : 1.05
Day (16 hrs) % of Total Volume : 93.54

```

Data for Segment # 3: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 71.91 + 0.00) = 71.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-7.16	0.00	0.00	0.00	0.00	71.91

Segment Leq : 71.91 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.36 m

ROAD (0.00 + 70.56 + 0.00) = 70.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.53	0.00	-7.97	0.00	0.00	0.00	0.00	70.56

Segment Leq : 70.56 dBA

Results segment # 3: Cousineau (day)

Source height = 1.01 m

ROAD (0.00 + 61.25 + 0.00) = 61.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.62	0.00	-4.37	0.00	0.00	0.00	0.00	61.25

Segment Leq : 61.25 dBA

Total Leq All Segments: 74.51 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 68.94 + 0.00) = 68.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.93	0.00	-6.99	0.00	0.00	0.00	0.00	68.94

Segment Leq : 68.94 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.36 m

ROAD (0.00 + 67.81 + 0.00) = 67.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.64	0.00	-7.83	0.00	0.00	0.00	0.00	67.81

Segment Leq : 67.81 dBA

Results segment # 3: Cousineau (night)

Source height = 1.00 m

ROAD (0.00 + 53.29 + 0.00) = 53.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.97	0.00	-3.68	0.00	0.00	0.00	0.00	53.29

Segment Leq : 53.29 dBA

Total Leq All Segments: 71.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.51
(NIGHT): 71.49

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 7367/1787 veh/TimePeriod *
Medium truck volume : 681/165 veh/TimePeriod *
Heavy truck volume : 5934/1439 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17372
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.87
Heavy Truck % of Total Volume : 42.44
Day (16 hrs) % of Total Volume : 80.48

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

```

-----
Car traffic volume : 10589/2724 veh/TimePeriod *
Medium truck volume : 657/169 veh/TimePeriod *
Heavy truck volume : 5098/1311 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.02
Heavy Truck % of Total Volume : 31.19
Day (16 hrs) % of Total Volume : 79.54

```

Data for Segment # 2: Talbot-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 66.24 + 0.00) = 66.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.07	0.00	-11.41	-1.41	0.00	0.00	0.00	66.24

Segment Leq : 66.24 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.36 m

ROAD (0.00 + 64.56 + 0.00) = 64.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.53	0.00	-12.56	-1.41	0.00	0.00	0.00	64.56

Segment Leq : 64.56 dBA

Total Leq All Segments: 68.49 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.93	0.00	-11.05	-1.25	0.00	0.00	0.00	63.62

Segment Leq : 63.62 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.36 m

ROAD (0.00 + 62.22 + 0.00) = 62.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.64	0.00	-12.16	-1.26	0.00	0.00	0.00	62.22

Segment Leq : 62.22 dBA

Total Leq All Segments: 65.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.49
(NIGHT): 65.99

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 8054/1857 veh/TimePeriod *
Medium truck volume : 594/137 veh/TimePeriod *
Heavy truck volume : 5045/1163 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16851
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 36.84
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 10562/2684 veh/TimePeriod *
Medium truck volume : 593/151 veh/TimePeriod *
Heavy truck volume : 4438/1127 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19554
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 28.46
Day (16 hrs) % of Total Volume : 79.74

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 12971/1067 veh/TimePeriod *
Medium truck volume : 213/17 veh/TimePeriod *
Heavy truck volume : 113/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14390
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 0.85
Day (16 hrs) % of Total Volume : 92.40

```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.40 m

ROAD (0.00 + 58.12 + 0.00) = 58.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.41	0.00	-18.88	-1.41	0.00	0.00	0.00	58.12

Segment Leq : 58.12 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.31 m

ROAD (0.00 + 57.16 + 0.00) = 57.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.97	0.00	-19.39	-1.42	0.00	0.00	0.00	57.16

Segment Leq : 57.16 dBA

Results segment # 3: Howard (day)

Source height = 0.96 m

ROAD (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.59	0.00	-9.23	-1.46	0.00	0.00	0.00	54.90

Segment Leq : 54.90 dBA

Total Leq All Segments: 61.70 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.40 m

ROAD (0.00 + 55.86 + 0.00) = 55.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.05	0.00	-17.94	-1.25	0.00	0.00	0.00	55.86

Segment Leq : 55.86 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.31 m

ROAD (0.00 + 55.36 + 0.00) = 55.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.03	0.00	-18.41	-1.26	0.00	0.00	0.00	55.36

Segment Leq : 55.36 dBA

Results segment # 3: Howard (night)

Source height = 0.95 m

ROAD (0.00 + 47.17 + 0.00) = 47.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.70	0.00	-9.20	-1.33	0.00	0.00	0.00	47.17

Segment Leq : 47.17 dBA

Total Leq All Segments: 58.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.70
(NIGHT): 58.93

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Talbot-EB (day/night)

Car traffic volume : 10164/2369 veh/TimePeriod *
Medium truck volume : 567/132 veh/TimePeriod *
Heavy truck volume : 4349/1014 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18595
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 28.84
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 1: Talbot-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Talbot-WB (day/night)

Car traffic volume : 12740/2844 veh/TimePeriod *
Medium truck volume : 545/122 veh/TimePeriod *
Heavy truck volume : 3544/791 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20587
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.24
Heavy Truck % of Total Volume : 21.06
Day (16 hrs) % of Total Volume : 81.75

Data for Segment # 2: Talbot-WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 12558/986   veh/TimePeriod  *
Medium truck volume :   244/19   veh/TimePeriod  *
Heavy truck volume  :   123/10   veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :    0 %
Road pavement       :    1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13940
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 1.89
Heavy Truck % of Total Volume     : 0.95
Day (16 hrs) % of Total Volume   : 92.72

```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Talbot-EB (day)

Source height = 2.32 m

ROAD (0.00 + 65.72 + 0.00) = 65.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.87	0.00	-12.15	0.00	0.00	0.00	0.00	65.72

Segment Leq : 65.72 dBA

Results segment # 2: Talbot-WB (day)

Source height = 2.14 m

ROAD (0.00 + 64.72 + 0.00) = 64.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-12.44	0.00	0.00	0.00	0.00	64.72

Segment Leq : 64.72 dBA

Results segment # 3: Howard (day)

Source height = 0.99 m

ROAD (0.00 + 56.62 + 0.00) = 56.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.69	0.00	-9.07	0.00	0.00	0.00	0.00	56.62

Segment Leq : 56.62 dBA

Total Leq All Segments: 68.55 dBA

Results segment # 1: Talbot-EB (night)

Source height = 2.32 m

ROAD (0.00 + 62.76 + 0.00) = 62.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.56	0.00	-11.80	0.00	0.00	0.00	0.00	62.76

Segment Leq : 62.76 dBA

Results segment # 2: Talbot-WB (night)

Source height = 2.14 m

ROAD (0.00 + 61.54 + 0.00) = 61.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.66	0.00	-12.11	0.00	0.00	0.00	0.00	61.54

Segment Leq : 61.54 dBA

Results segment # 3: Howard (night)

Source height = 1.00 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.69	0.00	-8.99	0.00	0.00	0.00	0.00	48.69

Segment Leq : 48.69 dBA

Total Leq All Segments: 65.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.55
(NIGHT): 65.30

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401-EB (day/night)

Car traffic volume : 3168/1130 veh/TimePeriod *
Medium truck volume : 396/141 veh/TimePeriod *
Heavy truck volume : 3590/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.54
Heavy Truck % of Total Volume : 50.18
Day (16 hrs) % of Total Volume : 73.71

Data for Segment # 1: Hwy 401-EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401-WB (day/night)

```

-----
Car traffic volume : 3217/1396 veh/TimePeriod *
Medium truck volume : 315/137 veh/TimePeriod *
Heavy truck volume : 2509/1089 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8663
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.22
Heavy Truck % of Total Volume : 41.53
Day (16 hrs) % of Total Volume : 69.74

```

Data for Segment # 2: Hwy 401-WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401-EB (day)

Source height = 2.40 m

ROAD (0.00 + 62.98 + 0.00) = 62.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.33	0.00	-13.93	-1.41	0.00	0.00	0.00	62.98

Segment Leq : 62.98 dBA

Results segment # 2: Hwy 401-WB (day)

Source height = 2.40 m

ROAD (0.00 + 60.59 + 0.00) = 60.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	76.86	0.00	-14.86	-1.41	0.00	0.00	0.00	60.59

Segment Leq : 60.59 dBA

Total Leq All Segments: 64.96 dBA

Results segment # 1: Hwy 401-EB (night)

Source height = 2.40 m

ROAD (0.00 + 62.25 + 0.00) = 62.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.86	0.00	-13.35	-1.25	0.00	0.00	0.00	62.25

Segment Leq : 62.25 dBA

Results segment # 2: Hwy 401-WB (night)

Source height = 2.40 m

ROAD (0.00 + 60.79 + 0.00) = 60.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.25	0.00	-14.21	-1.25	0.00	0.00	0.00	60.79

Segment Leq : 60.79 dBA

Total Leq All Segments: 64.59 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.96
(NIGHT): 64.59

**APPENDIX B.2.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1A 2015**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 29817/2806 veh/TimePeriod *
Medium truck volume : 333/31 veh/TimePeriod *
Heavy truck volume : 167/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33170
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4933/1102 veh/TimePeriod *
Medium truck volume : 664/148 veh/TimePeriod *
Heavy truck volume : 6159/1376 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.65
Heavy Truck % of Total Volume : 52.39
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
  
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	68.57	0.00	-7.68	-1.24	0.00	0.00	-13.91	45.75

Segment Leq : 45.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.65	0.00	-9.05	0.00	0.00	0.00	-16.72	54.88

Segment Leq : 54.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.84	!	2.84

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.39	0.00	-8.26	0.00	0.00	0.00	-16.68	52.45

Segment Leq : 52.45 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.77	!	1.50	!	-0.49	!	1.51

ROAD (0.00 + 45.03 + 0.00) = 45.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-11.16	0.00	0.00	0.00	-13.51	45.03

Segment Leq : 45.03 dBA

Total Leq All Segments: 57.44 dBA

Results segment # 1: Parallel Rd (night)

 Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	-4.96	33.38*
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	0.00	38.34

* Bright Zone !

Segment Leq : 38.34 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	2.42	4.42

ROAD (0.00 + 48.44 + 0.00) = 48.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	61.33	0.00	-6.82	-1.07	0.00	0.00	-5.00	48.44

 Segment Leq : 48.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 51.80 + 0.00) = 51.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.15	0.00	-8.79	0.00	0.00	0.00	-16.56	51.80

Segment Leq : 51.80 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-8.04	0.00	0.00	0.00	-16.48	50.68

Segment Leq : 50.68 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.77 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.77 ! 4.50 ! 2.54 ! 4.54

ROAD (0.00 + 54.49 + 0.00) = 54.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-11.00	0.00	0.00	0.00	99.00	153.49
-90	90	0.00	65.49	0.00	-11.00	0.00	0.00	0.00	0.00	54.49

* Bright Zone !

Segment Leq : 54.49 dBA

Total Leq All Segments: 57.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.44
(NIGHT): 57.97

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 29817/2806 veh/TimePeriod *
Medium truck volume : 333/31 veh/TimePeriod *
Heavy truck volume : 167/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33170
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4933/1102 veh/TimePeriod *
Medium truck volume : 664/148 veh/TimePeriod *
Heavy truck volume : 6159/1376 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.65
Heavy Truck % of Total Volume : 52.39
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
  
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	68.57	0.00	-7.68	-1.24	0.00	0.00	-13.91	45.75

Segment Leq : 45.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.65	0.00	-9.05	0.00	0.00	0.00	-16.72	54.88

Segment Leq : 54.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.84	!	2.84

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.39	0.00	-8.26	0.00	0.00	0.00	-16.68	52.45

Segment Leq : 52.45 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.77	!	1.50	!	-0.49	!	1.51

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-10.54	0.00	0.00	0.00	-13.52	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 57.48 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	-4.96	33.38*
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	0.00	38.34

* Bright Zone !

Segment Leq : 38.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	2.42	4.42

ROAD (0.00 + 48.44 + 0.00) = 48.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	61.33	0.00	-6.82	-1.07	0.00	0.00	-5.00	48.44

Segment Leq : 48.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 51.80 + 0.00) = 51.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.15	0.00	-8.79	0.00	0.00	0.00	-16.56	51.80

Segment Leq : 51.80 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-8.04	0.00	0.00	0.00	-16.48	50.68

Segment Leq : 50.68 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.77 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.77 ! 4.50 ! 2.52 ! 4.52

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-10.41	0.00	0.00	0.00	99.00	154.08
-90	90	0.00	65.49	0.00	-10.41	0.00	0.00	0.00	0.00	55.08

* Bright Zone !

Segment Leq : 55.08 dBA

Total Leq All Segments: 58.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.48
(NIGHT): 58.24

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9534/791 veh/TimePeriod *
Medium truck volume : 98/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 92.34

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21910/2062 veh/TimePeriod *
Medium truck volume : 186/18 veh/TimePeriod *
Heavy truck volume : 93/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24277
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.84
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 16.50 / 19.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4933/1102 veh/TimePeriod *
Medium truck volume : 664/148 veh/TimePeriod *
Heavy truck volume : 6159/1376 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.65
Heavy Truck % of Total Volume : 52.39
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 7898/753 veh/TimePeriod *
Medium truck volume : 147/14 veh/TimePeriod *
Heavy truck volume : 74/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8892
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.81
Heavy Truck % of Total Volume : 0.91
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 41.20 + 0.00) = 41.20 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.50 0.00 -9.26 0.00 0.00 0.00 -13.04 41.20
-----
  
```

Segment Leq : 41.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.80	!	1.50	!	-0.71	!	1.29

ROAD (0.00 + 50.44 + 0.00) = 50.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.91	0.00	-0.64	-1.24	0.00	0.00	-14.59	50.44

Segment Leq : 50.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.97	!	2.97

ROAD (0.00 + 56.86 + 0.00) = 56.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.65	0.00	-7.19	0.00	0.00	0.00	-16.60	56.86

Segment Leq : 56.86 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 54.84 + 0.00) = 54.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.39	0.00	-6.06	0.00	0.00	0.00	-16.49	54.84

Segment Leq : 54.84 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.98	!	1.50	!	1.28	!	1.28

ROAD (0.00 + 45.14 + 0.00) = 45.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.59	0.00	-2.98	0.00	0.00	0.00	-15.47	45.14

Segment Leq : 45.14 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.77	!	1.50	!	1.84	!	1.84

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-8.23	0.00	0.00	0.00	-14.73	46.73

Segment Leq : 46.73 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.52	!	1.48

ROAD (0.00 + 32.44 + 0.00) = 32.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-11.66	0.00	0.00	0.00	-12.97	32.44

Segment Leq : 32.44 dBA

Total Leq All Segments: 59.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.27 !	4.27

ROAD (0.00 + 41.28 + 0.00) = 41.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.69	0.00	-9.36	0.00	0.00	0.00	-5.05	41.28

Segment Leq : 41.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	0.99 !	2.99

ROAD (0.00 + 47.96 + 0.00) = 47.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.68	0.00	-1.65	-1.07	0.00	0.00	-9.01	47.96

Segment Leq : 47.96 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 53.41 + 0.00) = 53.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.15	0.00	-7.35	0.00	0.00	0.00	-16.39	53.41

Segment Leq : 53.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.36	!	3.36

ROAD (0.00 + 52.72 + 0.00) = 52.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-6.27	0.00	0.00	0.00	-16.21	52.72

Segment Leq : 52.72 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	4.50 !	1.42 !	1.42

ROAD (0.00 + 37.96 + 0.00) = 37.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.39	0.00	-3.40	0.00	0.00	0.00	-15.03	37.96

Segment Leq : 37.96 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.77 !	4.50 !	1.89 !	1.89

ROAD (0.00 + 42.60 + 0.00) = 42.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.36	0.00	0.00	0.00	-14.54	42.60

Segment Leq : 42.60 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 32.56 + 0.00) = 32.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-11.72	0.00	0.00	0.00	-5.01	32.56

Segment Leq : 32.56 dBA

Total Leq All Segments: 57.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.98
(NIGHT): 57.06

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9534/791 veh/TimePeriod *
Medium truck volume : 98/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 92.34

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21910/2062 veh/TimePeriod *
Medium truck volume : 186/18 veh/TimePeriod *
Heavy truck volume : 93/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24277
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.84
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4933/1102 veh/TimePeriod *
Medium truck volume : 664/148 veh/TimePeriod *
Heavy truck volume : 6159/1376 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.65
Heavy Truck % of Total Volume : 52.39
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 7898/753 veh/TimePeriod *
Medium truck volume : 147/14 veh/TimePeriod *
Heavy truck volume : 74/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8892
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.81
Heavy Truck % of Total Volume : 0.91
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 41.20 + 0.00) = 41.20 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.50 0.00 -9.26 0.00 0.00 0.00 -13.04 41.20
-----
  
```

Segment Leq : 41.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	1.50	-0.69	1.31

ROAD (0.00 + 49.89 + 0.00) = 49.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.91	0.00	-1.40	-1.24	0.00	0.00	-14.38	49.89

Segment Leq : 49.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.02	3.02

ROAD (0.00 + 57.30 + 0.00) = 57.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.65	0.00	-6.78	0.00	0.00	0.00	-16.57	57.30

Segment Leq : 57.30 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.23 !	3.23

ROAD (0.00 + 55.44 + 0.00) = 55.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.39	0.00	-5.52	0.00	0.00	0.00	-16.43	55.44

Segment Leq : 55.44 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	1.50 !	1.28 !	1.28

ROAD (0.00 + 45.14 + 0.00) = 45.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.59	0.00	-2.98	0.00	0.00	0.00	-15.47	45.14

Segment Leq : 45.14 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.77 !	1.50 !	1.84 !	1.84

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-8.23	0.00	0.00	0.00	-14.73	46.73

Segment Leq : 46.73 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 32.44 + 0.00) = 32.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-11.66	0.00	0.00	0.00	-12.97	32.44

Segment Leq : 32.44 dBA

Total Leq All Segments: 60.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.27 !	4.27

ROAD (0.00 + 41.28 + 0.00) = 41.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.69	0.00	-9.36	0.00	0.00	0.00	-5.05	41.28

Segment Leq : 41.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	1.13 !	3.13

ROAD (0.00 + 47.95 + 0.00) = 47.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.68	0.00	-2.26	-1.07	0.00	0.00	-8.41	47.95

Segment Leq : 47.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 53.86 + 0.00) = 53.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.15	0.00	-6.96	0.00	0.00	0.00	-16.33	53.86

Segment Leq : 53.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.48	!	3.48

ROAD (0.00 + 53.34 + 0.00) = 53.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-5.76	0.00	0.00	0.00	-16.10	53.34

Segment Leq : 53.34 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	4.50 !	1.42 !	1.42

ROAD (0.00 + 37.96 + 0.00) = 37.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.39	0.00	-3.40	0.00	0.00	0.00	-15.03	37.96

Segment Leq : 37.96 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.77 !	4.50 !	1.89 !	1.89

ROAD (0.00 + 42.60 + 0.00) = 42.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.36	0.00	0.00	0.00	-14.54	42.60

Segment Leq : 42.60 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 32.56 + 0.00) = 32.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-11.72	0.00	0.00	0.00	-5.01	32.56

Segment Leq : 32.56 dBA

Total Leq All Segments: 57.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.33
(NIGHT): 57.49

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod *
Medium truck volume : 76/6 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11069/1203 veh/TimePeriod *
Medium truck volume : 92/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12425
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.81 ! 1.50 ! 1.44 ! 1.44
  
```

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 62.86 0.00 -7.90 0.00 0.00 0.00 0.00 -5.01 49.95
-----
  
```

Segment Leq : 49.95 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.80 !	1.50 !	1.34 !	1.34

ROAD (0.00 + 55.09 + 0.00) = 55.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.92	0.00	-3.74	0.00	0.00	0.00	-5.08	55.09

Segment Leq : 55.09 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	1.59 !	1.59

ROAD (0.00 + 73.96 + 0.00) = 73.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.80	0.00	-6.84	0.00	0.00	0.00	-4.99	68.97*
-90	90	0.00	80.80	0.00	-6.84	0.00	0.00	0.00	0.00	73.96

* Bright Zone !

Segment Leq : 73.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	1.60	1.60

ROAD (0.00 + 72.39 + 0.00) = 72.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.99	0.00	-5.60	0.00	0.00	0.00	-4.99	67.40*
-90	90	0.00	77.99	0.00	-5.60	0.00	0.00	0.00	0.00	72.39

* Bright Zone !

Segment Leq : 72.39 dBA

Total Leq All Segments: 76.30 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	4.07	4.07

ROAD (0.00 + 47.08 + 0.00) = 47.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.12	0.00	-8.04	0.00	0.00	0.00	-0.26	46.82*
-90	90	0.00	55.12	0.00	-8.04	0.00	0.00	0.00	0.00	47.08

* Bright Zone !

Segment Leq : 47.08 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	3.25	3.25

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.29	0.00	-4.09	0.00	0.00	0.00	-0.52	52.68*
-90	90	0.00	57.29	0.00	-4.09	0.00	0.00	0.00	0.00	53.20

* Bright Zone !

Segment Leq : 53.20 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	4.12	4.12

ROAD (0.00 + 69.81 + 0.00) = 69.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-7.02	0.00	0.00	0.00	-0.27	69.54*
-90	90	0.00	76.83	0.00	-7.02	0.00	0.00	0.00	0.00	69.81

* Bright Zone !

Segment Leq : 69.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.15	!	4.50	!	3.97	!	3.97

ROAD (0.00 + 67.36 + 0.00) = 67.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.19	0.00	-5.84	0.00	0.00	0.00	-0.29	67.07*
-90	90	0.00	73.19	0.00	-5.84	0.00	0.00	0.00	0.00	67.36

* Bright Zone !

Segment Leq : 67.36 dBA

Total Leq All Segments: 71.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.30
(NIGHT): 71.84

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 1: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.50 / 134.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 126.00 / 129.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 2: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 114.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 109.00 / 112.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

Car traffic volume : 15346/1209 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16555
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 3: Cabana Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: S.Service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod *
Medium truck volume : 76/6 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 4: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 151.50 / 154.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: N.Service Rd (day/night)

```

-----
Car traffic volume : 11034/1118 veh/TimePeriod *
Medium truck volume : 98/10 veh/TimePeriod *
Heavy truck volume : 49/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12314
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.80
  
```

Data for Segment # 5: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 1.50 ! 2.62 ! 2.62
  
```

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 80.80 0.00 -9.43 0.00 0.00 0.00 -16.11 55.26
-----
  
```

Segment Leq : 55.26 dBA

Results segment # 2: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.15	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 52.96 + 0.00) = 52.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.99	0.00	-8.83	0.00	0.00	0.00	-16.21	52.96

Segment Leq : 52.96 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 56.50 + 0.00) = 56.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.92	0.00	-3.97	-1.46	0.00	0.00	0.00	56.50

Segment Leq : 56.50 dBA

Results segment # 4: S.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 52.82 + 0.00) = 52.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.86	0.00	-10.04	0.00	0.00	0.00	0.00	52.82

Segment Leq : 52.82 dBA

Results segment # 5: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 55.98 + 0.00) = 55.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.98	0.00	-7.99	0.00	0.00	0.00	0.00	55.98

Segment Leq : 55.98 dBA

Total Leq All Segments: 61.95 dBA

Results segment # 1: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.73	2.73

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-9.53	0.00	0.00	0.00	-15.96	51.34

Segment Leq : 51.34 dBA

Results segment # 2: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	2.64	2.64

ROAD (0.00 + 48.21 + 0.00) = 48.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.19	0.00	-8.94	0.00	0.00	0.00	-16.04	48.21

Segment Leq : 48.21 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.96 + 0.00) = 47.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.90	0.00	-4.58	-1.35	0.00	0.00	0.00	47.96

Segment Leq : 47.96 dBA

Results segment # 4: S.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 44.99 + 0.00) = 44.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.12	0.00	-10.13	0.00	0.00	0.00	0.00	44.99

Segment Leq : 44.99 dBA

Results segment # 5: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 48.92 + 0.00) = 48.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.05	0.00	-8.13	0.00	0.00	0.00	0.00	48.92

Segment Leq : 48.92 dBA

Total Leq All Segments: 55.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.95
(NIGHT): 55.73

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14783/1166 veh/TimePeriod *
Medium truck volume : 45/4 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 92.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6557/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 87.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 82.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 15346/1209 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16555
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 55.23 + 0.00) = 55.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.45	0.00	-9.23	0.00	0.00	0.00	0.00	55.23

Segment Leq : 55.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.45	0.00	-6.53	0.00	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.69	2.69

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.80	0.00	-8.47	0.00	0.00	0.00	-16.06	56.27

Segment Leq : 56.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.62	2.62

ROAD (0.00 + 54.21 + 0.00) = 54.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.99	0.00	-7.66	0.00	0.00	0.00	-16.13	54.21

Segment Leq : 54.21 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.12 + 0.00) = 58.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.92	0.00	-3.80	0.00	0.00	0.00	0.00	58.12

Segment Leq : 58.12 dBA

Total Leq All Segments: 62.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.50	0.00	-8.63	0.00	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.16 + 0.00) = 46.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.52	0.00	-5.36	0.00	0.00	0.00	0.00	46.16

Segment Leq : 46.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.94	2.94

ROAD (0.00 + 53.32 + 0.00) = 53.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-7.76	0.00	0.00	0.00	-15.75	53.32

Segment Leq : 53.32 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.15 !	4.50 !	2.95 !	2.95

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.19	0.00	-6.78	0.00	0.00	0.00	-15.73	50.68

Segment Leq : 50.68 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.90	0.00	-1.86	0.00	0.00	0.00	0.00	52.04

Segment Leq : 52.04 dBA

Total Leq All Segments: 57.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.82
(NIGHT): 57.74

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14783/1166 veh/TimePeriod *
Medium truck volume : 45/4 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 92.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6557/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 48.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 69.50 / 72.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.45	0.00	-8.51	0.00	0.00	0.00	0.00	55.94

Segment Leq : 55.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.36 + 0.00) = 55.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.45	0.00	-5.10	0.00	0.00	0.00	0.00	55.36

Segment Leq : 55.36 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

ROAD (0.00 + 73.19 + 0.00) = 73.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.80	0.00	-7.61	0.00	0.00	0.00	0.00	73.19

Segment Leq : 73.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

ROAD (0.00 + 71.33 + 0.00) = 71.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.99	0.00	-6.66	0.00	0.00	0.00	0.00	71.33

Segment Leq : 71.33 dBA

Total Leq All Segments: 75.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.50	0.00	-8.63	0.00	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.16 + 0.00) = 46.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.52	0.00	-5.36	0.00	0.00	0.00	0.00	46.16

Segment Leq : 46.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

ROAD (0.00 + 69.08 + 0.00) = 69.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-7.76	0.00	0.00	0.00	0.00	69.08

Segment Leq : 69.08 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

ROAD (0.00 + 66.35 + 0.00) = 66.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.19	0.00	-6.84	0.00	0.00	0.00	0.00	66.35

Segment Leq : 66.35 dBA

Total Leq All Segments: 70.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.46
(NIGHT): 70.97

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8516/592 veh/TimePeriod *
Medium truck volume : 64/4 veh/TimePeriod *
Heavy truck volume : 104/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.20
Day (16 hrs) % of Total Volume : 93.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12926/1452 veh/TimePeriod *
Medium truck volume : 44/5 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9004/783 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.00

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.05 m

ROAD (0.00 + 44.07 + 0.00) = 44.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.89	0.00	-18.36	-1.46	0.00	0.00	0.00	44.07

Segment Leq : 44.07 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 47.88 + 0.00) = 47.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.93	0.00	-14.59	-1.46	0.00	0.00	0.00	47.88

Segment Leq : 47.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.76	0.00	-12.65	-0.57	0.00	0.00	-15.14	51.40

Segment Leq : 51.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	1.50	!	2.47	!	2.47

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.11	0.00	-12.09	-0.58	0.00	0.00	-15.34	49.10

Segment Leq : 49.10 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 30.13 + 0.00) = 30.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.97	0.00	-14.35	-1.19	0.00	0.00	-14.29	30.13

Segment Leq : 30.13 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	0.63	0.63

ROAD (0.00 + 27.31 + 0.00) = 27.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	58.69	0.00	-16.07	-1.19	0.00	0.00	-14.11	27.31

Segment Leq : 27.31 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.82 + 0.00) = 40.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.61	0.00	-17.33	-1.46	0.00	0.00	0.00	40.82

Segment Leq : 40.82 dBA

Total Leq All Segments: 55.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.04 m

ROAD (0.00 + 36.29 + 0.00) = 36.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.25	0.00	-17.63	-1.33	0.00	0.00	0.00	36.29

Segment Leq : 36.29 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.61 m

ROAD (0.00 + 41.76 + 0.00) = 41.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.39	0.00	-14.27	-1.35	0.00	0.00	0.00	41.76

Segment Leq : 41.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.57	0.00	-11.80	-0.34	0.00	0.00	-14.96	48.47

Segment Leq : 48.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.57	!	2.57

ROAD (0.00 + 45.56 + 0.00) = 45.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.35	0.00	-11.30	-0.36	0.00	0.00	-15.14	45.56

Segment Leq : 45.56 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.59	!	0.59

ROAD (0.00 + 26.82 + 0.00) = 26.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.71	0.00	-13.72	-1.02	0.00	0.00	-14.15	26.82

Segment Leq : 26.82 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.56 !	4.50 !	0.63 !	0.63

ROAD (0.00 + 25.32 + 0.00) = 25.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.67	0.00	-15.26	-1.02	0.00	0.00	-14.08	25.32

Segment Leq : 25.32 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.12 + 0.00) = 34.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.01	0.00	-16.53	-1.35	0.00	0.00	0.00	34.12

Segment Leq : 34.12 dBA

Total Leq All Segments: 51.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.05
(NIGHT): 51.10

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8516/592 veh/TimePeriod *
Medium truck volume : 64/4 veh/TimePeriod *
Heavy truck volume : 104/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.20
Day (16 hrs) % of Total Volume : 93.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12926/1452 veh/TimePeriod *
Medium truck volume : 44/5 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9004/783   veh/TimePeriod  *
Medium truck volume : 0/0       veh/TimePeriod  *
Heavy truck volume : 0/0       veh/TimePeriod  *
Posted speed limit : 50 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9787
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.00
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0          (No woods.)
No of house rows : 0 / 0
Surface        : 1          (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography     : 1          (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.05 m

ROAD (0.00 + 42.64 + 0.00) = 42.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.89	0.00	-19.79	-1.46	0.00	0.00	0.00	42.64

Segment Leq : 42.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.93	0.00	-17.31	-1.46	0.00	0.00	0.00	45.16

Segment Leq : 45.16 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.56 !	2.56

ROAD (0.00 + 50.13 + 0.00) = 50.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.76	0.00	-13.86	-0.57	0.00	0.00	-15.19	50.13

Segment Leq : 50.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.23 !	1.50 !	2.41 !	2.41

ROAD (0.00 + 47.65 + 0.00) = 47.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.11	0.00	-13.47	-0.58	0.00	0.00	-15.40	47.65

Segment Leq : 47.65 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.54	0.54

ROAD (0.00 + 28.05 + 0.00) = 28.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.97	0.00	-16.40	-1.19	0.00	0.00	-14.33	28.05

Segment Leq : 28.05 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	0.63	0.63

ROAD (0.00 + 25.91 + 0.00) = 25.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	58.69	0.00	-17.45	-1.19	0.00	0.00	-14.13	25.91

Segment Leq : 25.91 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.82 + 0.00) = 40.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.61	0.00	-17.33	-1.46	0.00	0.00	0.00	40.82

Segment Leq : 40.82 dBA

Total Leq All Segments: 53.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.04 m

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.25	0.00	-19.00	-1.33	0.00	0.00	0.00	34.92

Segment Leq : 34.92 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.61 m

ROAD (0.00 + 39.18 + 0.00) = 39.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.39	0.00	-16.86	-1.35	0.00	0.00	0.00	39.18

Segment Leq : 39.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 47.24 + 0.00) = 47.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.57	0.00	-12.93	-0.34	0.00	0.00	-15.05	47.24

Segment Leq : 47.24 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.49	!	2.49

ROAD (0.00 + 44.16 + 0.00) = 44.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.35	0.00	-12.58	-0.36	0.00	0.00	-15.25	44.16

Segment Leq : 44.16 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.57	!	0.57

ROAD (0.00 + 24.92 + 0.00) = 24.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.71	0.00	-15.55	-1.02	0.00	0.00	-14.22	24.92

Segment Leq : 24.92 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.56 !	4.50 !	0.62 !	0.62

ROAD (0.00 + 24.00 + 0.00) = 24.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.67	0.00	-16.54	-1.02	0.00	0.00	-14.12	24.00

Segment Leq : 24.00 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.12 + 0.00) = 34.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.01	0.00	-16.53	-1.35	0.00	0.00	0.00	34.12

Segment Leq : 34.12 dBA

Total Leq All Segments: 49.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.53
(NIGHT): 49.71

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9004/783 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.00
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-9.46	0.00	0.00	0.00	0.00	53.63

Segment Leq : 53.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 55.71 + 0.00) = 55.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-6.96	0.00	0.00	0.00	0.00	55.71

Segment Leq : 55.71 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.66 !	2.66

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-8.75	0.00	0.00	0.00	-15.08	56.58

Segment Leq : 56.58 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.58 !	2.58

ROAD (0.00 + 55.73 + 0.00) = 55.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.94	0.00	-7.99	0.00	0.00	0.00	-15.21	55.73

Segment Leq : 55.73 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.67	0.67

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.97	0.00	-7.62	0.00	0.00	0.00	-17.72	34.62

Segment Leq : 34.62 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	0.71	0.71

ROAD (0.00 + 31.94 + 0.00) = 31.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.69	0.00	-9.02	0.00	0.00	0.00	-17.73	31.94

Segment Leq : 31.94 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.61 + 0.00) = 59.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.61	0.00	0.00	0.00	0.00	0.00	0.00	59.61

Segment Leq : 59.61 dBA

Total Leq All Segments: 63.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 46.54 + 0.00) = 46.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-9.05	0.00	0.00	0.00	0.00	46.54

Segment Leq : 46.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 48.15 + 0.00) = 48.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-6.20	0.00	0.00	0.00	0.00	48.15

Segment Leq : 48.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.86	2.86

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-8.26	0.00	0.00	0.00	-14.71	53.68

Segment Leq : 53.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.83 !	2.83

ROAD (0.00 + 52.91 + 0.00) = 52.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.07	0.00	-7.40	0.00	0.00	0.00	-14.75	52.91

Segment Leq : 52.91 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.76 !	0.76

ROAD (0.00 + 31.14 + 0.00) = 31.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.71	0.00	-6.98	0.00	0.00	0.00	-17.59	31.14

Segment Leq : 31.14 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.56 !	4.50 !	0.74 !	0.74

ROAD (0.00 + 29.49 + 0.00) = 29.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.67	0.00	-8.52	0.00	0.00	0.00	-17.66	29.49

Segment Leq : 29.49 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.01	0.00	-0.79	0.00	0.00	0.00	0.00	51.22

Segment Leq : 51.22 dBA

Total Leq All Segments: 58.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.71
(NIGHT): 58.29

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 151.00 / 138.50 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9004/783 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.00
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 52.36 + 0.00) = 52.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-10.73	0.00	0.00	0.00	0.00	52.36

Segment Leq : 52.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 53.81 + 0.00) = 53.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-8.86	0.00	0.00	0.00	0.00	53.81

Segment Leq : 53.81 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.58 !	2.58

ROAD (0.00 + 55.05 + 0.00) = 55.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-10.18	0.00	0.00	0.00	-15.18	55.05

Segment Leq : 55.05 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 53.94 + 0.00) = 53.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.94	0.00	-9.65	0.00	0.00	0.00	-15.35	53.94

Segment Leq : 53.94 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.61	0.61

ROAD (0.00 + 32.83 + 0.00) = 32.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.97	0.00	-9.37	0.00	0.00	0.00	-17.77	32.83

Segment Leq : 32.83 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	0.68	0.68

ROAD (0.00 + 30.55 + 0.00) = 30.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.69	0.00	-10.38	0.00	0.00	0.00	-17.75	30.55

Segment Leq : 30.55 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.61 + 0.00) = 59.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.61	0.00	0.00	0.00	0.00	0.00	0.00	59.61

Segment Leq : 59.61 dBA

Total Leq All Segments: 62.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 45.17 + 0.00) = 45.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-10.43	0.00	0.00	0.00	0.00	45.17

Segment Leq : 45.17 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 45.96 + 0.00) = 45.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-8.39	0.00	0.00	0.00	0.00	45.96

Segment Leq : 45.96 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.71	2.71

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-9.82	0.00	0.00	0.00	-14.94	51.90

Segment Leq : 51.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	4.50	!	2.62	!	2.62

ROAD (0.00 + 50.77 + 0.00) = 50.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.07	0.00	-9.23	0.00	0.00	0.00	-15.07	50.77

Segment Leq : 50.77 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.67	!	0.67

ROAD (0.00 + 29.07 + 0.00) = 29.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.71	0.00	-8.95	0.00	0.00	0.00	-17.69	29.07

Segment Leq : 29.07 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.56 !	4.50 !	0.69 !	0.69

ROAD (0.00 + 27.91 + 0.00) = 27.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.67	0.00	-10.05	0.00	0.00	0.00	-17.71	27.91

Segment Leq : 27.91 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.01	0.00	-0.79	0.00	0.00	0.00	0.00	51.22

Segment Leq : 51.22 dBA

Total Leq All Segments: 56.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.78
(NIGHT): 56.82

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 343.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.50 / 285.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 341.50 / 323.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 323.50 / 305.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-22.92	-1.46	0.00	0.00	0.00	38.71

Segment Leq : 38.71 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 39.54 + 0.00) = 39.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-21.68	-1.46	0.00	0.00	0.00	39.54

Segment Leq : 39.54 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 56.82 + 0.00) = 56.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.41	0.00	-22.18	-1.41	0.00	0.00	0.00	56.82

Segment Leq : 56.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 55.66 + 0.00) = 55.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.94	0.00	-21.86	-1.42	0.00	0.00	0.00	55.66

Segment Leq : 55.66 dBA

Total Leq All Segments: 59.37 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 32.79 + 0.00) = 32.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.59	0.00	-21.48	-1.32	0.00	0.00	0.00	32.79

Segment Leq : 32.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 32.71 + 0.00) = 32.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.35	0.00	-20.30	-1.33	0.00	0.00	0.00	32.71

Segment Leq : 32.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 54.80 + 0.00) = 54.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.66	0.00	-20.60	-1.26	0.00	0.00	0.00	54.80

Segment Leq : 54.80 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 53.53 + 0.00) = 53.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.07	0.00	-20.27	-1.26	0.00	0.00	0.00	53.53

Segment Leq : 53.53 dBA

Total Leq All Segments: 57.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.37
(NIGHT): 57.25

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 37.92 + 0.00) = 37.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-23.72	-1.46	0.00	0.00	0.00	37.92

Segment Leq : 37.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 38.73 + 0.00) = 38.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-22.49	-1.46	0.00	0.00	0.00	38.73

Segment Leq : 38.73 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 56.05 + 0.00) = 56.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.41	0.00	-22.95	-1.41	0.00	0.00	0.00	56.05

Segment Leq : 56.05 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 54.84 + 0.00) = 54.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.94	0.00	-22.69	-1.42	0.00	0.00	0.00	54.84

Segment Leq : 54.84 dBA

Total Leq All Segments: 58.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.59	0.00	-22.25	-1.32	0.00	0.00	0.00	32.02

Segment Leq : 32.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 31.87 + 0.00) = 31.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.35	0.00	-21.14	-1.33	0.00	0.00	0.00	31.87

Segment Leq : 31.87 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 54.02 + 0.00) = 54.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.66	0.00	-21.38	-1.26	0.00	0.00	0.00	54.02

Segment Leq : 54.02 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.07	0.00	-21.10	-1.26	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 56.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.58
(NIGHT): 56.45

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```
-----
Car traffic volume : 14815/1098 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.10
```

Data for Segment # 5: Howard Ave (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.19 ! 1.50 ! -1.06 ! 1.44
```

ROAD (0.00 + 43.69 + 0.00) = 43.69 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.09 0.00 -9.40 0.00 0.00 0.00 -10.01 43.69
-----
```

Segment Leq : 43.69 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.94 !	1.50 !	-1.21 !	1.29

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-6.20	0.00	0.00	0.00	-11.05	45.43

Segment Leq : 45.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36 !	1.50 !	2.47 !	2.47

ROAD (0.00 + 65.96 + 0.00) = 65.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-8.63	0.00	0.00	0.00	-5.82	65.96

Segment Leq : 65.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.35 !	2.35

ROAD (0.00 + 64.91 + 0.00) = 64.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.94	0.00	-7.85	0.00	0.00	0.00	-6.18	64.91

Segment Leq : 64.91 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-10.62	0.00	0.00	0.00	-9.90	45.10

Segment Leq : 45.10 dBA

Total Leq All Segments: 68.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.18 !	4.50 !	1.33 !	3.83

ROAD (0.00 + 40.25 + 0.00) = 40.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-9.49	0.00	0.00	0.00	-5.85	40.25

Segment Leq : 40.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	4.50 !	0.53 !	3.03

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-6.40	0.00	0.00	0.00	-7.65	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.36	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 62.45 + 0.00) = 62.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-8.75	0.00	0.00	0.00	-5.45	62.45

Segment Leq : 62.45 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	4.50	!	2.52	!	2.52

ROAD (0.00 + 61.39 + 0.00) = 61.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.07	0.00	-7.99	0.00	0.00	0.00	-5.68	61.39

Segment Leq : 61.39 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.32 + 0.00) = 41.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-10.41	0.00	0.00	0.00	-5.65	41.32

Segment Leq : 41.32 dBA

Total Leq All Segments: 65.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.53
(NIGHT): 65.01

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 14815/1098 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.10
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.19 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.09 0.00 -9.65 0.00 0.00 0.00 -9.97 43.47
-----
  
```

Segment Leq : 43.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	1.50 !	-1.21 !	1.29

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-6.20	0.00	0.00	0.00	-11.05	45.43

Segment Leq : 45.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 65.56 + 0.00) = 65.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-9.01	0.00	0.00	0.00	-5.84	65.56

Segment Leq : 65.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.34 !	2.34

ROAD (0.00 + 64.43 + 0.00) = 64.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.94	0.00	-8.30	0.00	0.00	0.00	-6.21	64.43

Segment Leq : 64.43 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-10.62	0.00	0.00	0.00	-9.90	45.10

Segment Leq : 45.10 dBA

Total Leq All Segments: 68.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.18 !	4.50 !	1.37 !	3.87

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-9.75	0.00	0.00	0.00	-5.79	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	4.50 !	0.53 !	3.03

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-6.40	0.00	0.00	0.00	-7.65	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 62.04 + 0.00) = 62.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-9.12	0.00	0.00	0.00	-5.50	62.04

Segment Leq : 62.04 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.49 !	2.49

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.07	0.00	-8.43	0.00	0.00	0.00	-5.76	60.88

Segment Leq : 60.88 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.32 + 0.00) = 41.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-10.41	0.00	0.00	0.00	-5.65	41.32

Segment Leq : 41.32 dBA

Total Leq All Segments: 64.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.10
(NIGHT): 64.56

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```
-----
Car traffic volume : 14815/1098 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.10
```

Data for Segment # 5: Howard Ave (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.19 ! 1.50 ! -1.05 ! 1.45
```

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.09 0.00 -9.65 0.00 0.00 0.00 -9.97 43.47
-----
```

Segment Leq : 43.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	1.50 !	-1.21 !	1.29

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-6.20	0.00	0.00	0.00	-11.05	45.43

Segment Leq : 45.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 65.56 + 0.00) = 65.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-9.01	0.00	0.00	0.00	-5.84	65.56

Segment Leq : 65.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	1.50	!	2.34	!	2.34

ROAD (0.00 + 64.43 + 0.00) = 64.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.94	0.00	-8.30	0.00	0.00	0.00	-6.21	64.43

Segment Leq : 64.43 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-10.62	0.00	0.00	0.00	-9.90	45.10

Segment Leq : 45.10 dBA

Total Leq All Segments: 68.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.18 !	4.50 !	1.37 !	3.87

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-9.75	0.00	0.00	0.00	-5.79	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	4.50 !	0.53 !	3.03

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-6.40	0.00	0.00	0.00	-7.65	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 62.04 + 0.00) = 62.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-9.12	0.00	0.00	0.00	-5.50	62.04

Segment Leq : 62.04 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.49 !	2.49

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.07	0.00	-8.43	0.00	0.00	0.00	-5.76	60.88

Segment Leq : 60.88 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.32 + 0.00) = 41.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-10.41	0.00	0.00	0.00	-5.65	41.32

Segment Leq : 41.32 dBA

Total Leq All Segments: 64.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.10
(NIGHT): 64.56

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10864/958 veh/TimePeriod *
Medium truck volume : 146/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 17.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12490/854 veh/TimePeriod *
Medium truck volume : 179/12 veh/TimePeriod *
Heavy truck volume : 89/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 93.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4458/1135 veh/TimePeriod *
Medium truck volume : 369/94 veh/TimePeriod *
Heavy truck volume : 3055/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.68
Heavy Truck % of Total Volume : 38.76
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 14815/1098 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401 on rp (day/night)

```
-----
Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 102/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00
```

Data for Segment # 6: 401 on rp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.47 ! 1.47
```

ROAD (0.00 + 38.18 + 0.00) = 38.18 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 64.44 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.18
-----
```

Segment Leq : 38.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.35 !	1.35

ROAD (0.00 + 47.98 + 0.00) = 47.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.14	0.00	-7.75	-1.16	0.00	0.00	-8.24	47.98

Segment Leq : 47.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 60.72 + 0.00) = 60.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-10.61	0.00	0.00	0.00	-9.08	60.72

Segment Leq : 60.72 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.74	0.00	-10.16	0.00	0.00	0.00	-8.94	58.64

Segment Leq : 58.64 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 48.60 + 0.00) = 48.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-9.41	0.00	0.00	0.00	-7.61	48.60

Segment Leq : 48.60 dBA

Results segment # 6: 401 on rp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.99	0.00	-9.99	0.00	0.00	0.00	-15.39	37.61

Segment Leq : 37.61 dBA

Total Leq All Segments: 63.14 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.23	4.23

ROAD (0.00 + 36.66 + 0.00) = 36.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	56.84	0.00	-16.68	-0.99	0.00	0.00	-3.13	36.05*
-90	90	0.59	56.84	0.00	-18.85	-1.33	0.00	0.00	0.00	36.66

* Bright Zone !

Segment Leq : 36.66 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.61	3.61

ROAD (0.00 + 46.50 + 0.00) = 46.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.47	0.00	-7.64	-0.99	0.00	0.00	-4.42	43.42*
-90	90	0.59	56.47	0.00	-8.64	-1.33	0.00	0.00	0.00	46.50

* Bright Zone !

Segment Leq : 46.50 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.55	2.55

ROAD (0.00 + 57.17 + 0.00) = 57.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-10.71	0.00	0.00	0.00	-8.78	57.17

 Segment Leq : 57.17 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 55.97 + 0.00) = 55.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.81	0.00	-10.24	0.00	0.00	0.00	-8.60	55.97

Segment Leq : 55.97 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	4.15	!	4.15

ROAD (0.00 + 47.87 + 0.00) = 47.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-9.51	0.00	0.00	0.00	-2.74	45.13*
-90	90	0.00	57.38	0.00	-9.51	0.00	0.00	0.00	0.00	47.87

* Bright Zone !

Segment Leq : 47.87 dBA

Results segment # 6: 401 on rp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.99 ! 0.99

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-9.88	0.00	0.00	0.00	-15.36	32.12

Segment Leq : 32.12 dBA

Total Leq All Segments: 60.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.14
(NIGHT): 60.12

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10864/958 veh/TimePeriod *
Medium truck volume : 146/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12490/854 veh/TimePeriod *
Medium truck volume : 179/12 veh/TimePeriod *
Heavy truck volume : 89/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 93.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6089/958 veh/TimePeriod *
Medium truck volume : 369/58 veh/TimePeriod *
Heavy truck volume : 3028/477 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10979
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.89
Heavy Truck % of Total Volume : 31.92
Day (16 hrs) % of Total Volume : 86.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4458/1135 veh/TimePeriod *
Medium truck volume : 369/94 veh/TimePeriod *
Heavy truck volume : 3055/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.68
Heavy Truck % of Total Volume : 38.76
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 102/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 8222/1143 veh/TimePeriod *
Medium truck volume : 140/19 veh/TimePeriod *
Heavy truck volume : 391/54 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9970
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.47
Day (16 hrs) % of Total Volume : 87.80

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 7400/1581 veh/TimePeriod *
Medium truck volume : 133/28 veh/TimePeriod *
Heavy truck volume : 357/76 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9574
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```
-----
Car traffic volume : 7508/1795 veh/TimePeriod *
Medium truck volume : 101/24 veh/TimePeriod *
Heavy truck volume : 51/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 9491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 80.70
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.48 ! 1.48
```

ROAD (0.00 + 43.57 + 0.00) = 43.57 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.44 0.00 -12.78 0.00 0.00 0.00 -8.08 43.57
-----
```

Segment Leq : 43.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.05 + 0.00) = 49.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.14	0.00	-5.95	-1.16	0.00	0.00	-8.98	49.05

Segment Leq : 49.05 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 58.59 + 0.00) = 58.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.79	0.00	-11.24	0.00	0.00	0.00	-7.96	58.59

Segment Leq : 58.59 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.74	0.00	-10.80	0.00	0.00	0.00	-7.95	58.98

Segment Leq : 58.98 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.11 + 0.00) = 48.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.99	0.00	-6.35	0.00	0.00	0.00	-8.52	48.11

Segment Leq : 48.11 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	1.50	1.50	1.50

ROAD (0.00 + 49.48 + 0.00) = 49.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.95	0.00	-9.34	0.00	0.00	0.00	-8.13	49.48

Segment Leq : 49.48 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	1.50	1.50	1.50

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.55	0.00	-12.65	0.00	0.00	0.00	-8.04	45.86

Segment Leq : 45.86 dBA

Results segment # 8: SBoffrmpHwy3 (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.47	1.47

ROAD (0.00 + 43.34 + 0.00) = 43.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.85	0.00	-11.37	0.00	0.00	0.00	-8.13	43.34

Segment Leq : 43.34 dBA

Total Leq All Segments: 62.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.34	4.34

ROAD (0.00 + 44.02 + 0.00) = 44.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.84	0.00	-12.83	0.00	0.00	0.00	-1.76	42.26*
-90	90	0.00	56.84	0.00	-12.83	0.00	0.00	0.00	0.00	44.02

* Bright Zone !

Segment Leq : 44.02 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.35	3.35

ROAD (0.00 + 48.29 + 0.00) = 48.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.47	0.00	-6.06	-0.99	0.00	0.00	-4.83	44.59*
-90	90	0.59	56.47	0.00	-6.85	-1.33	0.00	0.00	0.00	48.29

* Bright Zone !

Segment Leq : 48.29 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	4.36	4.36

ROAD (0.00 + 61.47 + 0.00) = 61.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.77	0.00	-11.30	0.00	0.00	0.00	-1.56	59.91*
-90	90	0.00	72.77	0.00	-11.30	0.00	0.00	0.00	0.00	61.47

* Bright Zone !

Segment Leq : 61.47 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 63.93 + 0.00) = 63.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.81	0.00	-10.88	0.00	0.00	0.00	-1.59	62.34*
-90	90	0.00	74.81	0.00	-10.88	0.00	0.00	0.00	0.00	63.93

* Bright Zone !

Segment Leq : 63.93 dBA

Results segment # 5: NBonrmp Hwy3 (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	0.99	0.99

ROAD (0.00 + 37.46 + 0.00) = 37.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-6.55	0.00	0.00	0.00	-13.34	37.46

 Segment Leq : 37.46 dBA

Results segment # 6: NBoffrmp NSR (night)

 Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	4.50	4.22	4.22

ROAD (0.00 + 51.92 + 0.00) = 51.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.36	0.00	-9.44	0.00	0.00	0.00	-2.01	49.91*
-90	90	0.00	61.36	0.00	-9.44	0.00	0.00	0.00	0.00	51.92

* Bright Zone !

Segment Leq : 51.92 dBA

Results segment # 7: SBonrmp_Howd (night)

 Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	4.50	4.36	4.36

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.84	0.00	-12.69	0.00	0.00	0.00	-1.64	48.51*
-90	90	0.00	62.84	0.00	-12.69	0.00	0.00	0.00	0.00	50.15

* Bright Zone !

Segment Leq : 50.15 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 4.50 ! 4.28 ! 4.28

ROAD (0.00 + 48.19 + 0.00) = 48.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.62	0.00	-11.44	0.00	0.00	0.00	-2.10	46.08*
-90	90	0.00	59.62	0.00	-11.44	0.00	0.00	0.00	0.00	48.19

* Bright Zone !

Segment Leq : 48.19 dBA

Total Leq All Segments: 66.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.62
(NIGHT): 66.33

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 11990/2473 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3997/824 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 11366/2378 veh/TimePeriod *
Medium truck volume : 703/147 veh/TimePeriod *
Heavy truck volume : 5735/1200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21529
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.95
Heavy Truck % of Total Volume : 32.21
Day (16 hrs) % of Total Volume : 82.70
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.22 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.22 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 60.74 + 0.00) = 60.74 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 79.18 0.00 -10.26 -1.09 0.00 0.00 -7.09 60.74
-----
  
```

Segment Leq : 60.74 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	1.50 !	1.72 !	1.72

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.56	0.00	-8.73	-1.08	0.00	0.00	-7.02	63.73

Segment Leq : 63.73 dBA

Total Leq All Segments: 65.50 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	3.98 !	3.98

ROAD (0.00 + 62.89 + 0.00) = 62.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	75.33	0.00	-9.85	-0.91	0.00	0.00	-3.79	60.78*
-90	90	0.55	75.33	0.00	-11.17	-1.26	0.00	0.00	0.00	62.89

* Bright Zone !

Segment Leq : 62.89 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	3.89	3.89

ROAD (0.00 + 65.90 + 0.00) = 65.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.77	0.00	-8.48	-0.90	0.00	0.00	-3.94	63.46*
-90	90	0.54	76.77	0.00	-9.62	-1.25	0.00	0.00	0.00	65.90

* Bright Zone !

Segment Leq : 65.90 dBA

Total Leq All Segments: 67.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.50
(NIGHT): 67.66

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 2 (Opengraded friction course)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.50 / 283.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 302.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.50 + 0.00) = 63.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-16.19	-0.71	0.00	0.00	0.00	63.50

Segment Leq : 63.50 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.13 + 0.00) = 60.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	77.39	0.00	-16.55	-0.71	0.00	0.00	0.00	60.13

Segment Leq : 60.13 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-23.28	-1.46	0.00	0.00	0.00	50.94

Segment Leq : 50.94 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 49.09 + 0.00) = 49.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-23.63	-1.46	0.00	0.00	0.00	49.09

Segment Leq : 49.09 dBA

Total Leq All Segments: 65.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.54	0.00	0.00	0.00	0.00	48.75

Segment Leq : 48.75 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.35 + 0.00) = 61.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.94	0.00	-15.10	-0.50	0.00	0.00	0.00	61.35

Segment Leq : 61.35 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.27 + 0.00) = 59.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	75.20	0.00	-15.43	-0.50	0.00	0.00	0.00	59.27

Segment Leq : 59.27 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 44.40 + 0.00) = 44.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-22.14	-1.31	0.00	0.00	0.00	44.40

Segment Leq : 44.40 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-22.51	-1.31	0.00	0.00	0.00	42.88

Segment Leq : 42.88 dBA

Total Leq All Segments: 63.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.71
(NIGHT): 63.68

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2527/795 veh/TimePeriod *
Medium truck volume : 314/99 veh/TimePeriod *
Heavy truck volume : 2866/901 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.08

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 998/312 veh/TimePeriod *
Medium truck volume : 54/17 veh/TimePeriod *
Heavy truck volume : 536/167 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 33.77
Day (16 hrs) % of Total Volume : 76.20

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S toEC S. (day/night)

Car traffic volume : 10435/1885 veh/TimePeriod *
Medium truck volume : 186/34 veh/TimePeriod *
Heavy truck volume : 680/123 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13343
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 6.02
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401S toEC S. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 812/398 veh/TimePeriod *
Medium truck volume : 18/9 veh/TimePeriod *
Heavy truck volume : 179/88 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 17.70
Day (16 hrs) % of Total Volume : 67.10

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

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-----
Car traffic volume : 19388/1282 veh/TimePeriod *
Medium truck volume : 320/21 veh/TimePeriod *
Heavy truck volume : 161/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21182
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.81
Day (16 hrs) % of Total Volume : 93.80

```

Data for Segment # 9: Malden Rd. (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.40 + 0.00) = 64.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-15.29	-0.71	0.00	0.00	0.00	64.40

Segment Leq : 64.40 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.96 + 0.00) = 60.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	77.35	0.00	-15.67	-0.71	0.00	0.00	0.00	60.96

Segment Leq : 60.96 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	66.75	0.00	-20.10	-1.14	0.00	0.00	0.00	45.51

Segment Leq : 45.51 dBA

Results segment # 5: 401S toEC S. (day)

Source height = 1.57 m

ROAD (0.00 + 50.89 + 0.00) = 50.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	68.93	0.00	-16.86	-1.19	0.00	0.00	0.00	50.89

Segment Leq : 50.89 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.05 m

ROAD (0.00 + 39.57 + 0.00) = 39.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	60.95	0.00	-20.22	-1.16	0.00	0.00	0.00	39.57

Segment Leq : 39.57 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-23.28	-1.46	0.00	0.00	0.00	50.94

Segment Leq : 50.94 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 49.09 + 0.00) = 49.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-23.63	-1.46	0.00	0.00	0.00	49.09

Segment Leq : 49.09 dBA

Results segment # 9: Malden Rd. (day)

Source height = 0.95 m

ROAD (0.00 + 61.72 + 0.00) = 61.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.28	0.00	-5.56	0.00	0.00	0.00	0.00	61.72

Segment Leq : 61.72 dBA

Total Leq All Segments: 67.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.54	0.00	0.00	0.00	0.00	48.75

Segment Leq : 48.75 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.17 + 0.00) = 62.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.94	0.00	-14.28	-0.50	0.00	0.00	0.00	62.17

Segment Leq : 62.17 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.21 + 0.00) = 60.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	75.33	0.00	-14.63	-0.50	0.00	0.00	0.00	60.21

Segment Leq : 60.21 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	64.70	0.00	-18.93	-0.97	0.00	0.00	0.00	44.80

Segment Leq : 44.80 dBA

Results segment # 5: 401S toEC S. (night)

Source height = 1.57 m

ROAD (0.00 + 47.56 + 0.00) = 47.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	64.52	0.00	-15.95	-1.02	0.00	0.00	0.00	47.56

Segment Leq : 47.56 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.05 m

ROAD (0.00 + 40.84 + 0.00) = 40.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	60.88	0.00	-19.05	-0.99	0.00	0.00	0.00	40.84

Segment Leq : 40.84 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 44.40 + 0.00) = 44.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-22.14	-1.31	0.00	0.00	0.00	44.40

Segment Leq : 44.40 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-22.51	-1.31	0.00	0.00	0.00	42.88

Segment Leq : 42.88 dBA

Results segment # 9: Malden Rd. (night)

Source height = 0.96 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.53	0.00	-5.80	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Total Leq All Segments: 64.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.86
(NIGHT): 64.92

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 22444/2329 veh/TimePeriod *
Medium truck volume : 286/30 veh/TimePeriod *
Heavy truck volume : 142/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 40.79 + 0.00) = 40.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.51	0.00	-25.26	-1.46	0.00	0.00	0.00	40.79

Segment Leq : 40.79 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.04 + 0.00) = 61.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.40	0.00	-17.95	-1.41	0.00	0.00	0.00	61.04

Segment Leq : 61.04 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 57.38 + 0.00) = 57.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.39	0.00	-18.60	-1.41	0.00	0.00	0.00	57.38

Segment Leq : 57.38 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-22.08	-1.46	0.00	0.00	0.00	52.14

Segment Leq : 52.14 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 50.23 + 0.00) = 50.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-22.50	-1.46	0.00	0.00	0.00	50.23

Segment Leq : 50.23 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.77 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.69	0.00	-25.08	-1.44	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 63.47 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 35.24 + 0.00) = 35.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.70	0.00	-24.12	-1.33	0.00	0.00	0.00	35.24

Segment Leq : 35.24 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.21 + 0.00) = 59.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.94	0.00	-16.48	-1.25	0.00	0.00	0.00	59.21

Segment Leq : 59.21 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 56.77 + 0.00) = 56.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.20	0.00	-17.17	-1.25	0.00	0.00	0.00	56.77

Segment Leq : 56.77 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 45.78 + 0.00) = 45.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-20.75	-1.31	0.00	0.00	0.00	45.78

Segment Leq : 45.78 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 44.18 + 0.00) = 44.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-21.21	-1.31	0.00	0.00	0.00	44.18

Segment Leq : 44.18 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.77 m

ROAD (0.00 + 40.45 + 0.00) = 40.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.49	0.00	-23.76	-1.29	0.00	0.00	0.00	40.45

Segment Leq : 40.45 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-2.34	-1.35	0.00	0.00	0.00	45.60

Segment Leq : 45.60 dBA

Total Leq All Segments: 61.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.47
(NIGHT): 61.53

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 22444/2329 veh/TimePeriod *
Medium truck volume : 286/30 veh/TimePeriod *
Heavy truck volume : 142/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4933/1102 veh/TimePeriod *
Medium truck volume : 664/148 veh/TimePeriod *
Heavy truck volume : 6159/1376 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.65
Heavy Truck % of Total Volume : 52.39
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 812/398 veh/TimePeriod *
Medium truck volume : 18/9 veh/TimePeriod *
Heavy truck volume : 179/88 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 17.70
Day (16 hrs) % of Total Volume : 67.10

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB offrmp (day/night)

Car traffic volume : 10435/1885 veh/TimePeriod *
Medium truck volume : 186/34 veh/TimePeriod *
Heavy truck volume : 680/123 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13343
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 6.02
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 7: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.80 / 495.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 8: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00
  
```

Data for Segment # 9: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 40.81 + 0.00) = 40.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.51	0.00	-25.24	-1.46	0.00	0.00	0.00	40.81

Segment Leq : 40.81 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 71.23 + 0.00) = 71.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.65	0.00	-8.71	-0.71	0.00	0.00	0.00	71.23

Segment Leq : 71.23 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 66.74 + 0.00) = 66.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	77.39	0.00	-9.94	-0.71	0.00	0.00	0.00	66.74

Segment Leq : 66.74 dBA

Results segment # 4: ECR rmp 2401 (day)

Source height = 2.05 m

ROAD (0.00 + 45.06 + 0.00) = 45.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.95	0.00	-14.46	-1.43	0.00	0.00	0.00	45.06

Segment Leq : 45.06 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-22.08	-1.46	0.00	0.00	0.00	52.14

Segment Leq : 52.14 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 50.23 + 0.00) = 50.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-22.50	-1.46	0.00	0.00	0.00	50.23

Segment Leq : 50.23 dBA

Results segment # 7: 401SB offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 42.25 + 0.00) = 42.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.93	0.00	-25.23	-1.45	0.00	0.00	0.00	42.25

Segment Leq : 42.25 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Results segment # 9: 401SB on rmp (day)

Source height = 1.77 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.69	0.00	-25.08	-1.44	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Total Leq All Segments: 72.66 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.70	0.00	-24.07	-1.33	0.00	0.00	0.00	35.30

Segment Leq : 35.30 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 69.49 + 0.00) = 69.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.15	0.00	-7.17	-0.50	0.00	0.00	0.00	69.49

Segment Leq : 69.49 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 66.07 + 0.00) = 66.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	75.20	0.00	-8.63	-0.50	0.00	0.00	0.00	66.07

Segment Leq : 66.07 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.05 m

ROAD (0.00 + 46.56 + 0.00) = 46.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.88	0.00	-13.05	-1.27	0.00	0.00	0.00	46.56

Segment Leq : 46.56 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 45.78 + 0.00) = 45.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-20.75	-1.31	0.00	0.00	0.00	45.78

Segment Leq : 45.78 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 44.18 + 0.00) = 44.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-21.21	-1.31	0.00	0.00	0.00	44.18

Segment Leq : 44.18 dBA

Results segment # 7: 401SB offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 39.40 + 0.00) = 39.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.52	0.00	-23.82	-1.30	0.00	0.00	0.00	39.40

Segment Leq : 39.40 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-2.34	-1.35	0.00	0.00	0.00	45.60

Segment Leq : 45.60 dBA

Results segment # 9: 401SB on rmp (night)

Source height = 1.77 m

ROAD (0.00 + 40.45 + 0.00) = 40.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.49	0.00	-23.76	-1.29	0.00	0.00	0.00	40.45

Segment Leq : 40.45 dBA

Total Leq All Segments: 71.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.66
(NIGHT): 71.17

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 22444/2329 veh/TimePeriod *
Medium truck volume : 286/30 veh/TimePeriod *
Heavy truck volume : 142/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 43.95 + 0.00) = 43.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.51	0.00	-22.10	-1.46	0.00	0.00	0.00	43.95

Segment Leq : 43.95 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.65	!	2.65

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.40	0.00	-11.81	-0.42	0.00	0.00	-16.08	52.09

Segment Leq : 52.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.62	!	2.62

ROAD (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.39	0.00	-12.34	-0.42	0.00	0.00	-16.10	48.52

Segment Leq : 48.52 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 50.11 + 0.00) = 50.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-24.11	-1.46	0.00	0.00	0.00	50.11

Segment Leq : 50.11 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 48.29 + 0.00) = 48.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-24.44	-1.46	0.00	0.00	0.00	48.29

Segment Leq : 48.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.77 m

ROAD (0.00 + 48.07 + 0.00) = 48.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.69	0.00	-20.18	-1.44	0.00	0.00	0.00	48.07

Segment Leq : 48.07 dBA

Total Leq All Segments: 57.58 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-0.87	-1.35	0.00	0.00	0.00	47.07

Segment Leq : 47.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.16 + 0.00) = 38.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.70	0.00	-21.21	-1.33	0.00	0.00	0.00	38.16

Segment Leq : 38.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 49.83 + 0.00) = 49.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.94	0.00	-10.97	-0.18	0.00	0.00	-15.96	49.83

Segment Leq : 49.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	75.20	0.00	-11.46	-0.18	0.00	0.00	-15.99	47.57

Segment Leq : 47.57 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 43.62 + 0.00) = 43.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-22.92	-1.31	0.00	0.00	0.00	43.62

Segment Leq : 43.62 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 42.12 + 0.00) = 42.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-23.27	-1.31	0.00	0.00	0.00	42.12

Segment Leq : 42.12 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.77 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.49	0.00	-18.91	-1.29	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Total Leq All Segments: 54.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.58
(NIGHT): 54.53

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 22444/2329 veh/TimePeriod *
Medium truck volume : 286/30 veh/TimePeriod *
Heavy truck volume : 142/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25986/2137 veh/TimePeriod *
Medium truck volume : 368/30 veh/TimePeriod *
Heavy truck volume : 894/74 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20492/1830 veh/TimePeriod *
Medium truck volume : 288/26 veh/TimePeriod *
Heavy truck volume : 537/48 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23221
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 2.52
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```

-----
Car traffic volume : 812/398 veh/TimePeriod *
Medium truck volume : 18/9 veh/TimePeriod *
Heavy truck volume : 179/88 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 1503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 17.70
Day (16 hrs) % of Total Volume : 67.10

```

Data for Segment # 8: EC Row ramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 43.95 + 0.00) = 43.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.51	0.00	-22.10	-1.46	0.00	0.00	0.00	43.95

Segment Leq : 43.95 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.40	0.00	-6.37	-0.42	0.00	0.00	-15.68	57.93

Segment Leq : 57.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.39	0.00	-7.75	-0.42	0.00	0.00	-15.84	53.38

Segment Leq : 53.38 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.35 m

ROAD (0.00 + 50.11 + 0.00) = 50.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.68	0.00	-24.11	-1.46	0.00	0.00	0.00	50.11

Segment Leq : 50.11 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.26 m

ROAD (0.00 + 48.29 + 0.00) = 48.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.18	0.00	-24.44	-1.46	0.00	0.00	0.00	48.29

Segment Leq : 48.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.77 m

ROAD (0.00 + 48.07 + 0.00) = 48.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.69	0.00	-20.18	-1.44	0.00	0.00	0.00	48.07

Segment Leq : 48.07 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.05 m

ROAD (0.00 + 39.03 + 0.00) = 39.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.95	0.00	-20.49	-1.43	0.00	0.00	0.00	39.03

Segment Leq : 39.03 dBA

Total Leq All Segments: 60.74 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-0.87	-1.35	0.00	0.00	0.00	47.07

Segment Leq : 47.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.16 + 0.00) = 38.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.70	0.00	-21.21	-1.33	0.00	0.00	0.00	38.16

Segment Leq : 38.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 55.30 + 0.00) = 55.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.94	0.00	-6.12	-0.18	0.00	0.00	-15.34	55.30

Segment Leq : 55.30 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 52.16 + 0.00) = 52.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	75.20	0.00	-7.34	-0.18	0.00	0.00	-15.52	52.16

Segment Leq : 52.16 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.35 m

ROAD (0.00 + 43.62 + 0.00) = 43.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.85	0.00	-22.92	-1.31	0.00	0.00	0.00	43.62

Segment Leq : 43.62 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.26 m

ROAD (0.00 + 42.12 + 0.00) = 42.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.71	0.00	-23.27	-1.31	0.00	0.00	0.00	42.12

Segment Leq : 42.12 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.77 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.49	0.00	-18.91	-1.29	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.05 m

ROAD (0.00 + 40.16 + 0.00) = 40.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.88	0.00	-19.44	-1.27	0.00	0.00	0.00	40.16

Segment Leq : 40.16 dBA

Total Leq All Segments: 58.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.74
(NIGHT): 58.09

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 29817/2806 veh/TimePeriod *
Medium truck volume : 333/31 veh/TimePeriod *
Heavy truck volume : 167/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33170
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.57	0.00	-18.66	-1.46	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.40	0.00	-10.69	-0.26	0.00	0.00	-16.76	52.70

Segment Leq : 52.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 49.07 + 0.00) = 49.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.39	0.00	-11.28	-0.26	0.00	0.00	-16.78	49.07

Segment Leq : 49.07 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.77 m

ROAD (0.00 + 63.14 + 0.00) = 63.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-6.55	0.00	0.00	0.00	0.00	63.14

Segment Leq : 63.14 dBA

Total Leq All Segments: 64.12 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.28	0.00	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

ROAD (0.00 + 42.67 + 0.00) = 42.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.33	0.00	-17.32	-1.34	0.00	0.00	0.00	42.67

Segment Leq : 42.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.94	0.00	-9.39	-0.01	0.00	0.00	-16.61	50.94

Segment Leq : 50.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-9.93	-0.01	0.00	0.00	-16.65	48.61

Segment Leq : 48.61 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.77 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-5.86	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 60.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.12
(NIGHT): 60.84

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 29817/2806 veh/TimePeriod *
Medium truck volume : 333/31 veh/TimePeriod *
Heavy truck volume : 167/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33170
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5198/1172 veh/TimePeriod *
Medium truck volume : 627/141 veh/TimePeriod *
Heavy truck volume : 5790/1306 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14235
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.40
Heavy Truck % of Total Volume : 49.85
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2551/771 veh/TimePeriod *
Medium truck volume : 317/96 veh/TimePeriod *
Heavy truck volume : 2893/874 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.50
Heavy Truck % of Total Volume : 50.22
Day (16 hrs) % of Total Volume : 76.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```

-----
Car traffic volume : 8181/1558 veh/TimePeriod *
Medium truck volume : 190/36 veh/TimePeriod *
Heavy truck volume : 905/172 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 9.76
Day (16 hrs) % of Total Volume : 84.00

```

Data for Segment # 5: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.57	0.00	-18.66	-1.46	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.40	0.00	-9.26	-0.26	0.00	0.00	-16.69	54.19

Segment Leq : 54.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.39	0.00	-10.01	-0.26	0.00	0.00	-16.73	50.39

Segment Leq : 50.39 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.77 m

ROAD (0.00 + 63.14 + 0.00) = 63.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.69	0.00	-6.55	0.00	0.00	0.00	0.00	63.14

Segment Leq : 63.14 dBA

Total Leq All Segments: 64.30 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.28	0.00	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

ROAD (0.00 + 42.67 + 0.00) = 42.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.33	0.00	-17.32	-1.34	0.00	0.00	0.00	42.67

Segment Leq : 42.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 52.71 + 0.00) = 52.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.94	0.00	-7.78	-0.01	0.00	0.00	-16.45	52.71

Segment Leq : 52.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 50.08 + 0.00) = 50.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.20	0.00	-8.58	-0.01	0.00	0.00	-16.54	50.08

Segment Leq : 50.08 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.77 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-5.86	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 61.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.30
(NIGHT): 61.16

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9530/795 veh/TimePeriod *
Medium truck volume : 98/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11069/1203 veh/TimePeriod *
Medium truck volume : 92/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12425
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 9353/726 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.25
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 92.80
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 44.90 + 0.00) = 44.90 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.49 0.00 -12.25 -1.34 0.00 0.00 -5.01 44.90
-----
  
```

Segment Leq : 44.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.80 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.92	0.00	-15.69	-1.34	0.00	0.00	-5.01	41.89

Segment Leq : 41.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	1.55 !	1.55

ROAD (0.00 + 65.40 + 0.00) = 65.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.80	0.00	-13.21	-1.26	0.00	0.00	-5.00	61.34*
-90	90	0.64	80.80	0.00	-13.99	-1.42	0.00	0.00	0.00	65.40

* Bright Zone !

Segment Leq : 65.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	1.53	1.53

ROAD (0.00 + 61.44 + 0.00) = 61.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.99	0.00	-14.29	-1.27	0.00	0.00	-5.00	57.44*
-90	90	0.64	77.99	0.00	-15.13	-1.42	0.00	0.00	0.00	61.44

* Bright Zone !

Segment Leq : 61.44 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.60	1.50	1.32	1.32

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.25	0.00	-3.01	0.00	0.00	0.00	-5.14	52.10

Segment Leq : 52.10 dBA

Total Leq All Segments: 67.05 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	4.37	4.37

ROAD (0.00 + 42.35 + 0.00) = 42.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	55.71	0.00	-11.33	-1.17	0.00	0.00	-0.07	43.14*
-90	90	0.59	55.71	0.00	-12.02	-1.34	0.00	0.00	0.00	42.35

* Bright Zone !

Segment Leq : 42.35 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	4.42	4.42

ROAD (0.00 + 40.40 + 0.00) = 40.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.29	0.00	-14.66	-1.17	0.00	0.00	-0.07	41.38*
-90	90	0.59	57.29	0.00	-15.56	-1.34	0.00	0.00	0.00	40.40

* Bright Zone !

Segment Leq : 40.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	4.44	4.44

ROAD (0.00 + 62.55 + 0.00) = 62.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	76.83	0.00	-12.26	-1.09	0.00	0.00	-0.07	63.42*
-90	90	0.55	76.83	0.00	-13.03	-1.26	0.00	0.00	0.00	62.55

* Bright Zone !

Segment Leq : 62.55 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	4.44	4.44

ROAD (0.00 + 57.78 + 0.00) = 57.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	73.19	0.00	-13.31	-1.10	0.00	0.00	-0.07	58.72*
-90	90	0.55	73.19	0.00	-14.14	-1.27	0.00	0.00	0.00	57.78

* Bright Zone !

Segment Leq : 57.78 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	4.50	5.80	5.80

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.20	0.00	-0.79	0.00	0.00	0.00	99.00	150.41
-90	90	0.00	52.20	0.00	-0.79	0.00	0.00	0.00	0.00	51.41

* Bright Zone !

Segment Leq : 51.41 dBA

Total Leq All Segments: 64.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.05
(NIGHT): 64.09

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9530/795 veh/TimePeriod *
Medium truck volume : 98/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11069/1203 veh/TimePeriod *
Medium truck volume : 92/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12425
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Parallel Rd (day/night)

Car traffic volume : 5505/370 veh/TimePeriod *
Medium truck volume : 54/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5961
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 93.70

Data for Segment # 5: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Lambton Rd (day/night)

Car traffic volume : 9353/726 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.25
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 6: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 7: Fazio Dr. (day/night)

```

-----
Car traffic volume : 5505/370 veh/TimePeriod *
Medium truck volume : 54/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5961
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 93.70
  
```

Data for Segment # 7: Fazio Dr. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.00 / 43.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.59 ! 1.41
  
```

ROAD (0.00 + 46.46 + 0.00) = 46.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.49 0.00 -6.53 0.00 0.00 0.00 -10.50 46.46
-----
  
```

Segment Leq : 46.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	1.50	-0.55	1.45

ROAD (0.00 + 44.51 + 0.00) = 44.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.92	0.00	-9.19	0.00	0.00	0.00	-10.22	44.51

Segment Leq : 44.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	-0.41	1.59

ROAD (0.00 + 63.20 + 0.00) = 63.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.80	0.00	-7.61	0.00	0.00	0.00	-9.99	63.20

Segment Leq : 63.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.15 !	1.50 !	-0.44 !	1.56

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.99	0.00	-8.43	0.00	0.00	0.00	-10.01	59.56

Segment Leq : 59.56 dBA

Results segment # 5: Parallel Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	-0.73 !	1.27

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.08	0.00	-2.39	0.00	0.00	0.00	-11.67	45.02

Segment Leq : 45.02 dBA

Results segment # 6: Lambton Rd (day)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.60	!	1.50	!	-0.63	!	1.37

ROAD (0.00 + 43.50 + 0.00) = 43.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.25	0.00	-6.09	0.00	0.00	0.00	-10.66	43.50

Segment Leq : 43.50 dBA

Results segment # 7: Fazio Dr. (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	1.50	!	-0.63	!	1.37

ROAD (0.00 + 43.40 + 0.00) = 43.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.08	0.00	-4.87	0.00	0.00	0.00	-10.82	43.40

Segment Leq : 43.40 dBA

Total Leq All Segments: 64.97 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	1.88	3.88

ROAD (0.00 + 48.99 + 0.00) = 48.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.71	0.00	-6.72	0.00	0.00	0.00	-5.00	43.99*
-90	90	0.00	55.71	0.00	-6.72	0.00	0.00	0.00	0.00	48.99

* Bright Zone !

Segment Leq : 48.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	2.12	4.12

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.29	0.00	-9.29	0.00	0.00	0.00	-4.87	43.12*
-90	90	0.00	57.29	0.00	-9.29	0.00	0.00	0.00	0.00	48.00

* Bright Zone !

Segment Leq : 48.00 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.18	4.18

ROAD (0.00 + 69.08 + 0.00) = 69.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-7.76	0.00	0.00	0.00	-4.81	64.27*
-90	90	0.00	76.83	0.00	-7.76	0.00	0.00	0.00	0.00	69.08

* Bright Zone !

Segment Leq : 69.08 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	2.22	4.22

ROAD (0.00 + 64.64 + 0.00) = 64.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.19	0.00	-8.55	0.00	0.00	0.00	-4.77	59.86*
-90	90	0.00	73.19	0.00	-8.55	0.00	0.00	0.00	0.00	64.64

* Bright Zone !

Segment Leq : 64.64 dBA

Results segment # 5: Parallel Rd (night)

Source height = 0.85 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.85 ! 4.50 ! 0.87 ! 2.87

ROAD (0.00 + 40.94 + 0.00) = 40.94 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 50.50 0.00 -2.86 0.00 0.00 0.00 -6.70 40.94
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 40.94 dBA

Results segment # 6: Lambton Rd (night)

Source height = 0.61 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
0.61 ! 4.50 ! 1.71 ! 3.71

ROAD (0.00 + 40.87 + 0.00) = 40.87 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 52.20 0.00 -6.30 0.00 0.00 0.00 -5.02 40.87
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 40.87 dBA

Results segment # 7: Fazio Dr. (night)

Source height = 0.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.85	!	4.50	!	1.91	!	3.91

ROAD (0.00 + 45.93 + 0.00) = 45.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-4.57	0.00	0.00	0.00	-4.98	40.95*
-90	90	0.00	50.50	0.00	-4.57	0.00	0.00	0.00	0.00	45.93

* Bright Zone !

Segment Leq : 45.93 dBA

Total Leq All Segments: 70.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.97
(NIGHT): 70.50

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod *
Medium truck volume : 76/6 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11034/1118 veh/TimePeriod *
Medium truck volume : 98/10 veh/TimePeriod *
Heavy truck volume : 49/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12314
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 46.32 + 0.00) = 46.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-15.08	-1.46	0.00	0.00	0.00	46.32

Segment Leq : 46.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.51 + 0.00) = 43.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.98	0.00	-19.01	-1.46	0.00	0.00	0.00	43.51

Segment Leq : 43.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

ROAD (0.00 + 62.73 + 0.00) = 62.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.80	0.00	-16.66	-1.42	0.00	0.00	0.00	62.73

Segment Leq : 62.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

ROAD (0.00 + 59.09 + 0.00) = 59.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.99	0.00	-17.48	-1.42	0.00	0.00	0.00	59.09

Segment Leq : 59.09 dBA

Total Leq All Segments: 64.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 38.76 + 0.00) = 38.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.12	0.00	-14.90	-1.46	0.00	0.00	0.00	38.76

Segment Leq : 38.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 36.69 + 0.00) = 36.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.05	0.00	-18.90	-1.46	0.00	0.00	0.00	36.69

Segment Leq : 36.69 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

ROAD (0.00 + 58.90 + 0.00) = 58.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.83	0.00	-16.52	-1.42	0.00	0.00	0.00	58.90

Segment Leq : 58.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

ROAD (0.00 + 54.41 + 0.00) = 54.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	73.19	0.00	-17.36	-1.42	0.00	0.00	0.00	54.41

Segment Leq : 54.41 dBA

Total Leq All Segments: 60.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.40
(NIGHT): 60.27

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod *
Medium truck volume : 76/6 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 295.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 11034/1118 veh/TimePeriod *
Medium truck volume : 98/10 veh/TimePeriod *
Heavy truck volume : 49/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12314
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.50 / 352.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 16144/1271 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17415
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.82 + 0.00) = 39.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-21.59	-1.46	0.00	0.00	0.00	39.82

Segment Leq : 39.82 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.98	0.00	-22.84	-1.46	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.44	2.44

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.80	0.00	-15.38	-0.43	0.00	0.00	-16.24	48.75

Segment Leq : 48.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.27	2.27

ROAD (0.00 + 45.48 + 0.00) = 45.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	77.99	0.00	-15.71	-0.44	0.00	0.00	-16.37	45.48

Segment Leq : 45.48 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.14	0.00	-4.96	0.00	0.00	0.00	0.00	57.18

Segment Leq : 57.18 dBA

Total Leq All Segments: 58.14 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.12	0.00	-20.60	-1.34	0.00	0.00	0.00	33.18

Segment Leq : 33.18 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 33.91 + 0.00) = 33.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.05	0.00	-21.81	-1.34	0.00	0.00	0.00	33.91

Segment Leq : 33.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.49	2.49

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.83	0.00	-14.10	-0.19	0.00	0.00	-16.18	46.37

Segment Leq : 46.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.15	!	4.50	!	2.32	!	2.32

ROAD (0.00 + 42.26 + 0.00) = 42.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	73.19	0.00	-14.42	-0.20	0.00	0.00	-16.31	42.26

Segment Leq : 42.26 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 51.89 + 0.00) = 51.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.11	0.00	-2.22	0.00	0.00	0.00	0.00	51.89

Segment Leq : 51.89 dBA

Total Leq All Segments: 53.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.14
(NIGHT): 53.41

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod *
Medium truck volume : 76/6 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11034/1118 veh/TimePeriod *
Medium truck volume : 98/10 veh/TimePeriod *
Heavy truck volume : 49/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12314
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 16144/1271 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17415
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.40 + 0.00) = 39.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-22.01	-1.46	0.00	0.00	0.00	39.40

Segment Leq : 39.40 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.17 + 0.00) = 39.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.98	0.00	-23.35	-1.46	0.00	0.00	0.00	39.17

Segment Leq : 39.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.43 !	2.43

ROAD (0.00 + 48.42 + 0.00) = 48.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.80	0.00	-15.71	-0.43	0.00	0.00	-16.25	48.42

Segment Leq : 48.42 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.15 !	1.50 !	2.27 !	2.27

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	77.99	0.00	-16.02	-0.44	0.00	0.00	-16.38	45.16

Segment Leq : 45.16 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 53.98 + 0.00) = 53.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.14	0.00	-6.70	-1.46	0.00	0.00	0.00	53.98

Segment Leq : 53.98 dBA

Total Leq All Segments: 55.67 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.12	0.00	-21.16	-1.34	0.00	0.00	0.00	32.62

Segment Leq : 32.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 33.29 + 0.00) = 33.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.05	0.00	-22.43	-1.34	0.00	0.00	0.00	33.29

Segment Leq : 33.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.48	2.48

ROAD (0.00 + 45.92 + 0.00) = 45.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.83	0.00	-14.53	-0.19	0.00	0.00	-16.19	45.92

Segment Leq : 45.92 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.15	!	4.50	!	2.31	!	2.31

ROAD (0.00 + 41.85 + 0.00) = 41.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	73.19	0.00	-14.82	-0.20	0.00	0.00	-16.33	41.85

Segment Leq : 41.85 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 48.67 + 0.00) = 48.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.11	0.00	-4.08	-1.35	0.00	0.00	0.00	48.67

Segment Leq : 48.67 dBA

Total Leq All Segments: 51.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.67
(NIGHT): 51.20

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14783/1166 veh/TimePeriod *
Medium truck volume : 45/4 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 92.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6557/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14014/2810 veh/TimePeriod *
Medium truck volume : 760/152 veh/TimePeriod *
Heavy truck volume : 5982/1199 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24917
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 28.82
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10423/1725 veh/TimePeriod *
Medium truck volume : 457/76 veh/TimePeriod *
Heavy truck volume : 2980/493 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16155
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 21.50
Day (16 hrs) % of Total Volume : 85.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 16353/789   veh/TimePeriod *
Medium truck volume : 275/13    veh/TimePeriod *
Heavy truck volume  : 553/27    veh/TimePeriod *
Posted speed limit  : 60 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18010
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 1.60
Heavy Truck % of Total Volume    : 3.22
Day (16 hrs) % of Total Volume   : 95.40
    
```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 40.81 + 0.00) = 40.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.45	0.00	-22.19	-1.46	0.00	0.00	0.00	40.81

Segment Leq : 40.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.65 + 0.00) = 35.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.45	0.00	-23.35	-1.46	0.00	0.00	0.00	35.65

Segment Leq : 35.65 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	1.50	!	2.37	!	2.37

ROAD (0.00 + 51.50 + 0.00) = 51.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	80.80	0.00	-18.99	-0.97	0.00	0.00	-9.34	51.50

Segment Leq : 51.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.15	!	1.50	!	2.20	!	2.20

ROAD (0.00 + 47.80 + 0.00) = 47.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	77.99	0.00	-19.39	-0.98	0.00	0.00	-9.83	47.80

Segment Leq : 47.80 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 1.34 m

ROAD (0.00 + 52.69 + 0.00) = 52.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.02	0.00	-14.87	-1.46	0.00	0.00	0.00	52.69

Segment Leq : 52.69 dBA

Total Leq All Segments: 56.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 33.76 + 0.00) = 33.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.50	0.00	-21.39	-1.35	0.00	0.00	0.00	33.76

Segment Leq : 33.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 27.60 + 0.00) = 27.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.52	0.00	-22.56	-1.35	0.00	0.00	0.00	27.60

Segment Leq : 27.60 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.41	2.41

ROAD (0.00 + 49.05 + 0.00) = 49.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	76.83	0.00	-17.82	-0.78	0.00	0.00	-9.19	49.05

Segment Leq : 49.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.15	!	4.50	!	2.25	!	2.25

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	73.19	0.00	-18.19	-0.79	0.00	0.00	-9.69	44.52

Segment Leq : 44.52 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 1.34 m

ROAD (0.00 + 43.24 + 0.00) = 43.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.89	0.00	-14.33	-1.31	0.00	0.00	0.00	43.24

Segment Leq : 43.24 dBA

Total Leq All Segments: 51.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.05
(NIGHT): 51.23

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14783/1166 veh/TimePeriod *
Medium truck volume : 45/4 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 92.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6557/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3774/524 veh/TimePeriod *
Medium truck volume : 12/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4318
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 87.80

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6774/1329 veh/TimePeriod *
Medium truck volume : 51/10 veh/TimePeriod *
Heavy truck volume : 104/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.50
Day (16 hrs) % of Total Volume : 83.60
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 46.72 + 0.00) = 46.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.45	0.00	-16.28	-1.46	0.00	0.00	0.00	46.72

Segment Leq : 46.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.45	0.00	-19.54	-1.46	0.00	0.00	0.00	39.46

Segment Leq : 39.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 60.90 + 0.00) = 60.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.76	0.00	-17.44	-1.41	0.00	0.00	0.00	60.90

Segment Leq : 60.90 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

ROAD (0.00 + 57.46 + 0.00) = 57.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.11	0.00	-18.23	-1.42	0.00	0.00	0.00	57.46

Segment Leq : 57.46 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 38.18 + 0.00) = 38.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.55	0.00	-18.92	-1.46	0.00	0.00	0.00	38.18

Segment Leq : 38.18 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.11 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.27	0.00	-17.15	-1.46	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Total Leq All Segments: 62.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 39.35 + 0.00) = 39.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.50	0.00	-15.79	-1.35	0.00	0.00	0.00	39.35

Segment Leq : 39.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.24 + 0.00) = 31.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.52	0.00	-18.92	-1.35	0.00	0.00	0.00	31.24

Segment Leq : 31.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.72 + 0.00) = 57.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.57	0.00	-16.60	-1.25	0.00	0.00	0.00	57.72

Segment Leq : 57.72 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

ROAD (0.00 + 53.75 + 0.00) = 53.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.35	0.00	-17.33	-1.26	0.00	0.00	0.00	53.75

Segment Leq : 53.75 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.46 + 0.00) = 33.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.08	0.00	-18.28	-1.35	0.00	0.00	0.00	33.46

Segment Leq : 33.46 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.10 m

ROAD (0.00 + 41.39 + 0.00) = 41.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.18	0.00	-16.47	-1.32	0.00	0.00	0.00	41.39

Segment Leq : 41.39 dBA

Total Leq All Segments: 59.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.74
(NIGHT): 59.32

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14783/1166 veh/TimePeriod *
Medium truck volume : 45/4 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 92.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6557/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3774/524 veh/TimePeriod *
Medium truck volume : 12/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4318
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 87.80

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6774/1329 veh/TimePeriod *
Medium truck volume : 51/10 veh/TimePeriod *
Heavy truck volume : 104/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.50
Day (16 hrs) % of Total Volume : 83.60

```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 46.62 + 0.00) = 46.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.45	0.00	-16.38	-1.46	0.00	0.00	0.00	46.62

Segment Leq : 46.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.16 + 0.00) = 40.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.45	0.00	-18.83	-1.46	0.00	0.00	0.00	40.16

Segment Leq : 40.16 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.07 + 0.00) = 61.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.76	0.00	-17.28	-1.41	0.00	0.00	0.00	61.07

Segment Leq : 61.07 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

ROAD (0.00 + 57.65 + 0.00) = 57.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	77.11	0.00	-18.04	-1.42	0.00	0.00	0.00	57.65

Segment Leq : 57.65 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.55	0.00	-18.56	-1.46	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.11 m

ROAD (0.00 + 44.54 + 0.00) = 44.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.27	0.00	-17.28	-1.46	0.00	0.00	0.00	44.54

Segment Leq : 44.54 dBA

Total Leq All Segments: 62.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 39.26 + 0.00) = 39.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.50	0.00	-15.89	-1.35	0.00	0.00	0.00	39.26

Segment Leq : 39.26 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.91 + 0.00) = 31.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.52	0.00	-18.25	-1.35	0.00	0.00	0.00	31.91

Segment Leq : 31.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.87 + 0.00) = 57.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.57	0.00	-16.44	-1.25	0.00	0.00	0.00	57.87

Segment Leq : 57.87 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	72.35	0.00	-17.16	-1.26	0.00	0.00	0.00	53.93

Segment Leq : 53.93 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.79 + 0.00) = 33.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.08	0.00	-17.94	-1.35	0.00	0.00	0.00	33.79

Segment Leq : 33.79 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.10 m

ROAD (0.00 + 41.26 + 0.00) = 41.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.18	0.00	-16.59	-1.32	0.00	0.00	0.00	41.26

Segment Leq : 41.26 dBA

Total Leq All Segments: 59.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.91
(NIGHT): 59.47

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8516/592 veh/TimePeriod *
Medium truck volume : 64/4 veh/TimePeriod *
Heavy truck volume : 104/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.20
Day (16 hrs) % of Total Volume : 93.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12926/1452 veh/TimePeriod *
Medium truck volume : 44/5 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```
-----
Car traffic volume : 14841/1186 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 16158
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 92.60
```

Data for Segment # 7: Cousineau Dr (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.05 m

ROAD (0.00 + 43.57 + 0.00) = 43.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.89	0.00	-18.87	-1.46	0.00	0.00	0.00	43.57

Segment Leq : 43.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 41.08 + 0.00) = 41.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.93	0.00	-21.39	-1.46	0.00	0.00	0.00	41.08

Segment Leq : 41.08 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 49.40 + 0.00) = 49.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.76	0.00	-14.57	-0.57	0.00	0.00	-15.22	49.40

Segment Leq : 49.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.37	2.37

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.11	0.00	-15.04	-0.58	0.00	0.00	-15.46	46.04

Segment Leq : 46.04 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 37.31 + 0.00) = 37.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.97	0.00	-21.20	-1.46	0.00	0.00	0.00	37.31

Segment Leq : 37.31 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.59 m

ROAD (0.00 + 38.11 + 0.00) = 38.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.69	0.00	-19.12	-1.46	0.00	0.00	0.00	38.11

Segment Leq : 38.11 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.72 m

ROAD (0.00 + 55.60 + 0.00) = 55.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.74	0.00	-5.68	-1.46	0.00	0.00	0.00	55.60

Segment Leq : 55.60 dBA

Total Leq All Segments: 57.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.04 m

ROAD (0.00 + 36.09 + 0.00) = 36.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.25	0.00	-17.83	-1.33	0.00	0.00	0.00	36.09

Segment Leq : 36.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.61 m

ROAD (0.00 + 35.58 + 0.00) = 35.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.39	0.00	-20.45	-1.35	0.00	0.00	0.00	35.58

Segment Leq : 35.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.57	0.00	-13.41	-0.34	0.00	0.00	-15.08	46.73

Segment Leq : 46.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.44	2.44

ROAD (0.00 + 42.83 + 0.00) = 42.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.35	0.00	-13.83	-0.36	0.00	0.00	-15.33	42.83

Segment Leq : 42.83 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 34.05 + 0.00) = 34.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.71	0.00	-20.31	-1.35	0.00	0.00	0.00	34.05

Segment Leq : 34.05 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.56 m

ROAD (0.00 + 36.01 + 0.00) = 36.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.67	0.00	-18.31	-1.35	0.00	0.00	0.00	36.01

Segment Leq : 36.01 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.71 m

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.72	0.00	-2.33	-1.34	0.00	0.00	0.00	51.05

Segment Leq : 51.05 dBA

Total Leq All Segments: 53.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.31
(NIGHT): 53.18

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8516/592 veh/TimePeriod *
Medium truck volume : 64/4 veh/TimePeriod *
Heavy truck volume : 104/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9288
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 1.20
Day (16 hrs) % of Total Volume : 93.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12926/1452 veh/TimePeriod *
Medium truck volume : 44/5 veh/TimePeriod *
Heavy truck volume : 22/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 14841/1186 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16158
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 92.60
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.05 m

ROAD (0.00 + 45.17 + 0.00) = 45.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.89	0.00	-17.27	-1.46	0.00	0.00	0.00	45.17

Segment Leq : 45.17 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 42.32 + 0.00) = 42.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.93	0.00	-20.15	-1.46	0.00	0.00	0.00	42.32

Segment Leq : 42.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.57	2.57

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.76	0.00	-13.53	-0.57	0.00	0.00	-15.18	50.48

Segment Leq : 50.48 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.40	2.40

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.11	0.00	-14.05	-0.58	0.00	0.00	-15.42	47.06

Segment Leq : 47.06 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 38.56 + 0.00) = 38.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.97	0.00	-19.95	-1.46	0.00	0.00	0.00	38.56

Segment Leq : 38.56 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.59 m

ROAD (0.00 + 39.65 + 0.00) = 39.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.69	0.00	-17.58	-1.46	0.00	0.00	0.00	39.65

Segment Leq : 39.65 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.72 m

ROAD (0.00 + 55.60 + 0.00) = 55.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.74	0.00	-5.68	-1.46	0.00	0.00	0.00	55.60

Segment Leq : 55.60 dBA

Total Leq All Segments: 57.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.04 m

ROAD (0.00 + 37.62 + 0.00) = 37.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.25	0.00	-16.30	-1.33	0.00	0.00	0.00	37.62

Segment Leq : 37.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.61 m

ROAD (0.00 + 36.82 + 0.00) = 36.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.39	0.00	-19.21	-1.35	0.00	0.00	0.00	36.82

Segment Leq : 36.82 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.66	2.66

ROAD (0.00 + 47.82 + 0.00) = 47.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.57	0.00	-12.40	-0.34	0.00	0.00	-15.01	47.82

Segment Leq : 47.82 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.48	2.48

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.35	0.00	-12.89	-0.36	0.00	0.00	-15.27	43.83

Segment Leq : 43.83 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.71	0.00	-19.05	-1.35	0.00	0.00	0.00	35.30

Segment Leq : 35.30 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.56 m

ROAD (0.00 + 37.65 + 0.00) = 37.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.67	0.00	-16.68	-1.35	0.00	0.00	0.00	37.65

Segment Leq : 37.65 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.71 m

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.72	0.00	-2.33	-1.34	0.00	0.00	0.00	51.05

Segment Leq : 51.05 dBA

Total Leq All Segments: 53.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.72
(NIGHT): 53.65

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 14841/1186 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16158
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 92.60

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 119.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 56.83 + 0.00) = 56.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-6.27	0.00	0.00	0.00	0.00	56.83

Segment Leq : 56.83 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-9.65	0.00	0.00	0.00	0.00	53.02

Segment Leq : 53.02 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 57.12 + 0.00) = 57.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.76	0.00	-7.71	0.00	0.00	0.00	-14.93	57.12

Segment Leq : 57.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.56	2.56

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.11	0.00	-8.51	0.00	0.00	0.00	-15.23	53.36

Segment Leq : 53.36 dBA

Results segment # 5: Cousineau (day)

Source height = 0.72 m

ROAD (0.00 + 58.37 + 0.00) = 58.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.74	0.00	-4.37	0.00	0.00	0.00	0.00	58.37

Segment Leq : 58.37 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 36.43 + 0.00) = 36.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.97	0.00	-8.90	0.00	0.00	0.00	-14.64	36.43

Segment Leq : 36.43 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	0.68	0.68

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.69	0.00	-7.15	0.00	0.00	0.00	-13.98	37.56

Segment Leq : 37.56 dBA

Total Leq All Segments: 63.25 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 49.13 + 0.00) = 49.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-6.47	0.00	0.00	0.00	0.00	49.13

Segment Leq : 49.13 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-9.75	0.00	0.00	0.00	0.00	44.60

Segment Leq : 44.60 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 53.13 + 0.00) = 53.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.57	0.00	-7.85	0.00	0.00	0.00	-14.58	53.13

Segment Leq : 53.13 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.70	2.70

ROAD (0.00 + 48.76 + 0.00) = 48.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.35	0.00	-8.63	0.00	0.00	0.00	-14.95	48.76

Segment Leq : 48.76 dBA

Results segment # 5: Cousineau (night)

Source height = 0.71 m

ROAD (0.00 + 51.04 + 0.00) = 51.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.72	0.00	-3.68	0.00	0.00	0.00	0.00	51.04

Segment Leq : 51.04 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.59	0.59

ROAD (0.00 + 32.22 + 0.00) = 32.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.71	0.00	-9.01	0.00	0.00	0.00	-14.48	32.22

Segment Leq : 32.22 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.56 ! 4.50 ! 0.71 ! 0.71

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.67	0.00	-7.31	0.00	0.00	0.00	-13.79	34.57

Segment Leq : 34.57 dBA

Total Leq All Segments: 57.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.25
(NIGHT): 57.19

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8140/1550 veh/TimePeriod *
Medium truck volume : 591/113 veh/TimePeriod *
Heavy truck volume : 4822/918 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 35.58
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7122/1188 veh/TimePeriod *
Medium truck volume : 376/63 veh/TimePeriod *
Heavy truck volume : 2486/415 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11651
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 24.90
Day (16 hrs) % of Total Volume : 85.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 14841/1186 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16158
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 92.60

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 5864/1100 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.20

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

```

-----
Car traffic volume : 3986/1015 veh/TimePeriod *
Medium truck volume : 10/2 veh/TimePeriod *
Heavy truck volume : 5/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.24
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 79.70

```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 38.50 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 34.30 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 61.53 + 0.00) = 61.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-1.56	0.00	0.00	0.00	0.00	61.53

Segment Leq : 61.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 55.38 + 0.00) = 55.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-7.30	0.00	0.00	0.00	0.00	55.38

Segment Leq : 55.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 60.60 + 0.00) = 60.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.76	0.00	-4.72	0.00	0.00	0.00	-14.44	60.60

Segment Leq : 60.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.79	2.79

ROAD (0.00 + 55.96 + 0.00) = 55.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.11	0.00	-6.20	0.00	0.00	0.00	-14.95	55.96

Segment Leq : 55.96 dBA

Results segment # 5: Cousineau (day)

Source height = 0.72 m

ROAD (0.00 + 58.37 + 0.00) = 58.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.74	0.00	-4.37	0.00	0.00	0.00	0.00	58.37

Segment Leq : 58.37 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.60	0.60

ROAD (0.00 + 39.20 + 0.00) = 39.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.97	0.00	-6.61	0.00	0.00	0.00	-14.15	39.20

Segment Leq : 39.20 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	1.05	1.05

ROAD (0.00 + 43.60 + 0.00) = 43.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.69	0.00	-4.09	0.00	0.00	0.00	-10.99	43.60

Segment Leq : 43.60 dBA

Total Leq All Segments: 66.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 53.46 + 0.00) = 53.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.59	0.00	-2.13	0.00	0.00	0.00	0.00	53.46

Segment Leq : 53.46 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 46.89 + 0.00) = 46.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-7.46	0.00	0.00	0.00	0.00	46.89

Segment Leq : 46.89 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 56.82 + 0.00) = 56.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.57	0.00	-5.01	0.00	0.00	0.00	-13.74	56.82

Segment Leq : 56.82 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	3.01	3.01

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.35	0.00	-6.40	0.00	0.00	0.00	-14.47	51.47

Segment Leq : 51.47 dBA

Results segment # 5: Cousineau (night)

Source height = 0.71 m

ROAD (0.00 + 51.04 + 0.00) = 51.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.72	0.00	-3.68	0.00	0.00	0.00	0.00	51.04

Segment Leq : 51.04 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.68	0.68

ROAD (0.00 + 35.05 + 0.00) = 35.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.71	0.00	-6.80	0.00	0.00	0.00	-13.86	35.05

Segment Leq : 35.05 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.56 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.56 ! 4.50 ! 1.36 ! 1.36

ROAD (0.00 + 41.65 + 0.00) = 41.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.67	0.00	-4.13	0.00	0.00	0.00	-9.90	41.65

Segment Leq : 41.65 dBA

Total Leq All Segments: 60.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.05
(NIGHT): 60.16

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-11.26	-1.46	0.00	0.00	0.00	50.38

Segment Leq : 50.38 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-15.54	-1.46	0.00	0.00	0.00	45.68

Segment Leq : 45.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 66.16 + 0.00) = 66.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.41	0.00	-12.83	-1.41	0.00	0.00	0.00	66.16

Segment Leq : 66.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 63.37 + 0.00) = 63.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.94	0.00	-14.15	-1.42	0.00	0.00	0.00	63.37

Segment Leq : 63.37 dBA

Total Leq All Segments: 68.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 43.28 + 0.00) = 43.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.59	0.00	-11.00	-1.32	0.00	0.00	0.00	43.28

Segment Leq : 43.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 38.00 + 0.00) = 38.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.35	0.00	-15.01	-1.33	0.00	0.00	0.00	38.00

Segment Leq : 38.00 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 63.06 + 0.00) = 63.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.66	0.00	-12.34	-1.26	0.00	0.00	0.00	63.06

Segment Leq : 63.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 60.25 + 0.00) = 60.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.07	0.00	-13.55	-1.26	0.00	0.00	0.00	60.25

Segment Leq : 60.25 dBA

Total Leq All Segments: 64.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.10
(NIGHT): 64.93

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 57.53 + 0.00) = 57.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-4.10	-1.46	0.00	0.00	0.00	57.53

Segment Leq : 57.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 48.84 + 0.00) = 48.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-12.38	-1.46	0.00	0.00	0.00	48.84

Segment Leq : 48.84 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 70.82 + 0.00) = 70.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.41	0.00	-8.18	-1.41	0.00	0.00	0.00	70.82

Segment Leq : 70.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 67.03 + 0.00) = 67.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.94	0.00	-10.49	-1.42	0.00	0.00	0.00	67.03

Segment Leq : 67.03 dBA

Total Leq All Segments: 72.50 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.59	0.00	-4.64	-1.32	0.00	0.00	0.00	49.63

Segment Leq : 49.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 40.94 + 0.00) = 40.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.35	0.00	-12.07	-1.33	0.00	0.00	0.00	40.94

Segment Leq : 40.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 67.26 + 0.00) = 67.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.66	0.00	-8.14	-1.26	0.00	0.00	0.00	67.26

Segment Leq : 67.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 63.59 + 0.00) = 63.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.07	0.00	-10.21	-1.26	0.00	0.00	0.00	63.59

Segment Leq : 63.59 dBA

Total Leq All Segments: 68.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.50
(NIGHT): 68.87

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 22564/1751 veh/TimePeriod *
Medium truck volume : 323/25 veh/TimePeriod *
Heavy truck volume : 161/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24836
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.80
  
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 51.82 + 0.00) = 51.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-9.81	-1.46	0.00	0.00	0.00	51.82

Segment Leq : 51.82 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-19.60	-1.46	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.63	2.63

ROAD (0.00 + 53.52 + 0.00) = 53.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.41	0.00	-11.20	-0.57	0.00	0.00	-15.12	53.52

Segment Leq : 53.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.45	2.45

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.94	0.00	-11.95	-0.58	0.00	0.00	-15.36	51.05

Segment Leq : 51.05 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.01 + 0.00) = 57.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.71	0.00	-9.23	-1.46	0.00	0.00	0.00	57.01

Segment Leq : 57.01 dBA

Total Leq All Segments: 60.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 43.96 + 0.00) = 43.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.59	0.00	-10.17	-1.46	0.00	0.00	0.00	43.96

Segment Leq : 43.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.19 + 0.00) = 33.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.35	0.00	-19.70	-1.46	0.00	0.00	0.00	33.19

Segment Leq : 33.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.62	2.62

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	76.66	0.00	-11.33	-0.57	0.00	0.00	-15.13	49.63

Segment Leq : 49.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.45 !	2.45

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	75.07	0.00	-12.06	-0.58	0.00	0.00	-15.37	47.06

Segment Leq : 47.06 dBA

Results segment # 5: Howard (night)

Source height = 0.92 m

ROAD (0.00 + 48.57 + 0.00) = 48.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.65	0.00	-9.62	-1.46	0.00	0.00	0.00	48.57

Segment Leq : 48.57 dBA

Total Leq All Segments: 53.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.09
(NIGHT): 53.83

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5593/500 veh/TimePeriod *
Medium truck volume : 64/6 veh/TimePeriod *
Heavy truck volume : 114/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 1.98
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6739/499 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7417
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.61
Heavy Truck % of Total Volume : 0.80
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11468/2349 veh/TimePeriod *
Medium truck volume : 545/112 veh/TimePeriod *
Heavy truck volume : 3779/774 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.45
Heavy Truck % of Total Volume : 23.93
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 27714/2182 veh/TimePeriod *
Medium truck volume : 393/31 veh/TimePeriod *
Heavy truck volume : 195/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.19 m

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.09	0.00	-9.43	-1.46	0.00	0.00	0.00	52.20

Segment Leq : 52.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 41.84 + 0.00) = 41.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-19.38	-1.46	0.00	0.00	0.00	41.84

Segment Leq : 41.84 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.64	2.64

ROAD (0.00 + 53.70 + 0.00) = 53.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.41	0.00	-11.03	-0.57	0.00	0.00	-15.11	53.70

Segment Leq : 53.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.46	2.46

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.94	0.00	-11.80	-0.58	0.00	0.00	-15.35	51.20

Segment Leq : 51.20 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.89 + 0.00) = 57.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.58	0.00	-9.23	-1.46	0.00	0.00	0.00	57.89

Segment Leq : 57.89 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 44.32 + 0.00) = 44.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.59	0.00	-9.81	-1.46	0.00	0.00	0.00	44.32

Segment Leq : 44.32 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.41 + 0.00) = 33.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.35	0.00	-19.47	-1.46	0.00	0.00	0.00	33.41

Segment Leq : 33.41 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.63	2.63

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	76.66	0.00	-11.16	-0.57	0.00	0.00	-15.12	49.81

Segment Leq : 49.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	1.50	!	2.45	!	2.45

ROAD (0.00 + 47.21 + 0.00) = 47.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	75.07	0.00	-11.92	-0.58	0.00	0.00	-15.36	47.21

Segment Leq : 47.21 dBA

Results segment # 5: Howard (night)

Source height = 0.91 m

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-9.62	-1.46	0.00	0.00	0.00	49.45

Segment Leq : 49.45 dBA

Total Leq All Segments: 54.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 54.24

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10864/958 veh/TimePeriod *
Medium truck volume : 146/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12490/854 veh/TimePeriod *
Medium truck volume : 179/12 veh/TimePeriod *
Heavy truck volume : 89/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 93.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11535/2430 veh/TimePeriod *
Medium truck volume : 685/144 veh/TimePeriod *
Heavy truck volume : 5521/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21477
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.12
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4458/1135 veh/TimePeriod *
Medium truck volume : 369/94 veh/TimePeriod *
Heavy truck volume : 3055/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.68
Heavy Truck % of Total Volume : 38.76
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 102/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 22564/1751 veh/TimePeriod *
Medium truck volume : 323/25 veh/TimePeriod *
Heavy truck volume : 161/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24836
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.80
  
```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 57.84 + 0.00) = 57.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.44	0.00	-6.60	0.00	0.00	0.00	0.00	57.84

Segment Leq : 57.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 52.69 + 0.00) = 52.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.14	0.00	-12.45	0.00	0.00	0.00	0.00	52.69

Segment Leq : 52.69 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.41	0.00	-8.26	0.00	0.00	0.00	-8.90	63.25

Segment Leq : 63.25 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 59.91 + 0.00) = 59.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.74	0.00	-8.98	0.00	0.00	0.00	-8.85	59.91

Segment Leq : 59.91 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.87 + 0.00) = 37.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.99	0.00	-9.63	0.00	0.00	0.00	-15.49	37.87

Segment Leq : 37.87 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.91 m

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.71	0.00	-9.07	0.00	0.00	0.00	0.00	58.64

Segment Leq : 58.64 dBA

Total Leq All Segments: 66.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.84	0.00	-5.27	0.00	0.00	0.00	0.00	51.57

Segment Leq : 51.57 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.47	0.00	-12.16	0.00	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.77	2.77

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-7.40	0.00	0.00	0.00	-8.11	61.14

Segment Leq : 61.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 58.32 + 0.00) = 58.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.81	0.00	-8.26	0.00	0.00	0.00	-8.22	58.32

Segment Leq : 58.32 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.01	!	1.01

ROAD (0.00 + 33.03 + 0.00) = 33.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-9.02	0.00	0.00	0.00	-15.30	33.03

Segment Leq : 33.03 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.92 m

ROAD (0.00 + 50.66 + 0.00) = 50.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.65	0.00	-8.99	0.00	0.00	0.00	0.00	50.66

Segment Leq : 50.66 dBA

Total Leq All Segments: 63.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.65
(NIGHT): 63.56

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: 401NB off rp (day/night)

Car traffic volume : 11990/2473 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3997/824 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 1: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 401SB On Rp (day/night)

```

-----
Car traffic volume : 11366/2378 veh/TimePeriod *
Medium truck volume : 703/147 veh/TimePeriod *
Heavy truck volume : 5735/1200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21529
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.95
Heavy Truck % of Total Volume : 32.21
Day (16 hrs) % of Total Volume : 82.70

```

Data for Segment # 2: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: 401NB off rp (day)

Source height = 2.22 m

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.18	0.00	-14.91	-1.42	0.00	0.00	0.00	62.84

Segment Leq : 62.84 dBA

Results segment # 2: 401SB On Rp (day)

Source height = 2.38 m

ROAD (0.00 + 65.21 + 0.00) = 65.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.56	0.00	-13.94	-1.41	0.00	0.00	0.00	65.21

Segment Leq : 65.21 dBA

Total Leq All Segments: 67.19 dBA

Results segment # 1: 401NB off rp (night)

Source height = 2.22 m

ROAD (0.00 + 59.81 + 0.00) = 59.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.33	0.00	-14.26	-1.26	0.00	0.00	0.00	59.81

Segment Leq : 59.81 dBA

Results segment # 2: 401SB On Rp (night)

Source height = 2.38 m

ROAD (0.00 + 62.16 + 0.00) = 62.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.77	0.00	-13.36	-1.25	0.00	0.00	0.00	62.16

Segment Leq : 62.16 dBA

Total Leq All Segments: 64.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.19
(NIGHT): 64.15

**APPENDIX B.2.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1A 2025**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33949/3358 veh/TimePeriod *
Medium truck volume : 193/19 veh/TimePeriod *
Heavy truck volume : 383/38 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37940
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 1.11
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2758/959 veh/TimePeriod *
Medium truck volume : 405/141 veh/TimePeriod *
Heavy truck volume : 3768/1310 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9341
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 3236/1125 veh/TimePeriod *
Medium truck volume : 476/165 veh/TimePeriod *
Heavy truck volume : 4421/1537 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
  
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.03	!	1.50	!	-0.54	!	1.46

ROAD (0.00 + 46.96 + 0.00) = 46.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.71	0.00	-7.65	-1.23	0.00	0.00	-13.88	46.96

Segment Leq : 46.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.77	!	2.77

ROAD (0.00 + 56.06 + 0.00) = 56.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.83	0.00	-9.05	0.00	0.00	0.00	-16.72	56.06

Segment Leq : 56.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.84	!	2.84

ROAD (0.00 + 53.57 + 0.00) = 53.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.51	0.00	-8.26	0.00	0.00	0.00	-16.68	53.57

Segment Leq : 53.57 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	-0.48	!	1.52

ROAD (0.00 + 51.19 + 0.00) = 51.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.83	0.00	-11.16	0.00	0.00	0.00	-13.48	51.19

Segment Leq : 51.19 dBA

Total Leq All Segments: 59.11 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	-4.96	33.38*
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	0.00	38.34

* Bright Zone !

Segment Leq : 38.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.03	4.50	2.42	4.42

ROAD (0.00 + 49.83 + 0.00) = 49.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.68	0.00	-6.79	-1.06	0.00	0.00	-5.00	49.83

Segment Leq : 49.83 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-8.79	0.00	0.00	0.00	-16.56	53.42

Segment Leq : 53.42 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.93	0.00	-8.04	0.00	0.00	0.00	-16.48	52.41

Segment Leq : 52.41 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.53 ! 4.53

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.25	0.00	-11.00	0.00	0.00	0.00	99.00	162.25
-90	90	0.00	74.25	0.00	-11.00	0.00	0.00	0.00	0.00	63.25

* Bright Zone !

Segment Leq : 63.25 dBA

Total Leq All Segments: 64.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.11
(NIGHT): 64.17

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33949/3358 veh/TimePeriod *
Medium truck volume : 383/38 veh/TimePeriod *
Heavy truck volume : 193/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37940
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.56
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
  
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 46.33 + 0.00) = 46.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.15	0.00	-7.68	-1.24	0.00	0.00	-13.91	46.33

Segment Leq : 46.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 56.06 + 0.00) = 56.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.83	0.00	-9.05	0.00	0.00	0.00	-16.72	56.06

Segment Leq : 56.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.84	!	2.84

ROAD (0.00 + 53.61 + 0.00) = 53.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.55	0.00	-8.26	0.00	0.00	0.00	-16.68	53.61

Segment Leq : 53.61 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.78	!	1.50	!	-0.49	!	1.51

ROAD (0.00 + 45.87 + 0.00) = 45.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.93	0.00	-10.54	0.00	0.00	0.00	-13.52	45.87

Segment Leq : 45.87 dBA

Total Leq All Segments: 58.55 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.34 + 0.00) = 38.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	-4.96	33.38*
-90	90	0.00	49.29	0.00	-10.96	0.00	0.00	0.00	0.00	38.34

* Bright Zone !

Segment Leq : 38.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	2.42	4.42

ROAD (0.00 + 49.23 + 0.00) = 49.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.11	0.00	-6.82	-1.07	0.00	0.00	-5.00	49.23

Segment Leq : 49.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-8.79	0.00	0.00	0.00	-16.56	53.42

Segment Leq : 53.42 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.97	0.00	-8.04	0.00	0.00	0.00	-16.48	52.45

Segment Leq : 52.45 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.78 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.78 ! 4.50 ! 2.52 ! 4.52

ROAD (0.00 + 54.31 + 0.00) = 54.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-10.41	0.00	0.00	0.00	99.00	153.31
-90	90	0.00	64.72	0.00	-10.41	0.00	0.00	0.00	0.00	54.31

* Bright Zone !

Segment Leq : 54.31 dBA

Total Leq All Segments: 58.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.55
(NIGHT): 58.78

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11233/973 veh/TimePeriod *
Medium truck volume : 107/9 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.03

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 24919/2345 veh/TimePeriod *
Medium truck volume : 209/20 veh/TimePeriod *
Heavy truck volume : 106/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27609
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.83
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 16.50 / 19.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 9028/1014 veh/TimePeriod *
Medium truck volume : 174/20 veh/TimePeriod *
Heavy truck volume : 86/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.87
Heavy Truck % of Total Volume : 0.93
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 40 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 41.84 + 0.00) = 41.84 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.14 0.00 -9.26 0.00 0.00 0.00 -13.04 41.84
-----
  
```

Segment Leq : 41.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.71 !	1.29

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.46	0.00	-0.64	-1.24	0.00	0.00	-14.59	51.00

Segment Leq : 51.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.97 !	2.97

ROAD (0.00 + 58.04 + 0.00) = 58.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.83	0.00	-7.19	0.00	0.00	0.00	-16.60	58.04

Segment Leq : 58.04 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.14 !	3.14

ROAD (0.00 + 56.00 + 0.00) = 56.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.55	0.00	-6.06	0.00	0.00	0.00	-16.49	56.00

Segment Leq : 56.00 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	1.50 !	1.28 !	1.28

ROAD (0.00 + 45.77 + 0.00) = 45.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.22	0.00	-2.98	0.00	0.00	0.00	-15.47	45.77

Segment Leq : 45.77 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.78 !	1.50 !	1.86 !	1.86

ROAD (0.00 + 47.00 + 0.00) = 47.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.93	0.00	-8.23	0.00	0.00	0.00	-14.70	47.00

Segment Leq : 47.00 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 29.71 + 0.00) = 29.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.35	0.00	-11.66	0.00	0.00	0.00	-12.97	29.71

Segment Leq : 29.71 dBA

Total Leq All Segments: 61.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.84	!	4.50	!	2.27	!	4.27

ROAD (0.00 + 42.15 + 0.00) = 42.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.57	0.00	-9.36	0.00	0.00	0.00	-5.05	42.15

Segment Leq : 42.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	4.50	!	0.98	!	2.98

ROAD (0.00 + 48.49 + 0.00) = 48.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.22	0.00	-1.65	-1.07	0.00	0.00	-9.02	48.49

Segment Leq : 48.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 55.02 + 0.00) = 55.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-7.35	0.00	0.00	0.00	-16.39	55.02

Segment Leq : 55.02 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.36	!	3.36

ROAD (0.00 + 54.49 + 0.00) = 54.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.97	0.00	-6.27	0.00	0.00	0.00	-16.21	54.49

Segment Leq : 54.49 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.99 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.99 !	4.50 !	1.43 !	1.43

ROAD (0.00 + 39.38 + 0.00) = 39.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.79	0.00	-3.40	0.00	0.00	0.00	-15.01	39.38

Segment Leq : 39.38 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.78 !	4.50 !	1.91 !	1.91

ROAD (0.00 + 41.85 + 0.00) = 41.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-8.36	0.00	0.00	0.00	-14.50	41.85

Segment Leq : 41.85 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 29.84 + 0.00) = 29.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	46.57	0.00	-11.72	0.00	0.00	0.00	-5.01	29.84

Segment Leq : 29.84 dBA

Total Leq All Segments: 58.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.02
(NIGHT): 58.52

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11233/973 veh/TimePeriod *
Medium truck volume : 107/9 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.03

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 24919/2345 veh/TimePeriod *
Medium truck volume : 209/20 veh/TimePeriod *
Heavy truck volume : 106/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27609
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.83
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 9028/1014 veh/TimePeriod *
Medium truck volume : 174/20 veh/TimePeriod *
Heavy truck volume : 86/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.87
Heavy Truck % of Total Volume : 0.93
Day (16 hrs) % of Total Volume : 89.90

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5021/419   veh/TimePeriod *
Medium truck volume : 0/0       veh/TimePeriod *
Heavy truck volume : 0/0       veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.30
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0          (No woods.)
No of house rows : 0 / 0
Surface         : 2          (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 2          (Flat/gentle slope; with barrier)
Barrier angle1  : -90.00 deg  Angle2 : 90.00 deg
Barrier height  : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle  : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      0.83 !      1.50 !     -0.53 !      1.47
  
```

ROAD (0.00 + 41.84 + 0.00) = 41.84 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.00  64.14   0.00  -9.26   0.00   0.00   0.00 -13.04  41.84
-----
  
```

Segment Leq : 41.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.69 !	1.31

ROAD (0.00 + 50.45 + 0.00) = 50.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.46	0.00	-1.40	-1.24	0.00	0.00	-14.38	50.45

Segment Leq : 50.45 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.02 !	3.02

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.83	0.00	-6.78	0.00	0.00	0.00	-16.57	58.48

Segment Leq : 58.48 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.23	!	3.23

ROAD (0.00 + 56.60 + 0.00) = 56.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.55	0.00	-5.52	0.00	0.00	0.00	-16.43	56.60

Segment Leq : 56.60 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.98	!	1.50	!	1.28	!	1.28

ROAD (0.00 + 45.77 + 0.00) = 45.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.22	0.00	-2.98	0.00	0.00	0.00	-15.47	45.77

Segment Leq : 45.77 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.78 !	1.50 !	1.86 !	1.86

ROAD (0.00 + 47.00 + 0.00) = 47.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.93	0.00	-8.23	0.00	0.00	0.00	-14.70	47.00

Segment Leq : 47.00 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 32.44 + 0.00) = 32.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-11.66	0.00	0.00	0.00	-12.97	32.44

Segment Leq : 32.44 dBA

Total Leq All Segments: 61.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.27 !	4.27

ROAD (0.00 + 42.15 + 0.00) = 42.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.57	0.00	-9.36	0.00	0.00	0.00	-5.05	42.15

Segment Leq : 42.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	1.13 !	3.13

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.22	0.00	-2.26	-1.07	0.00	0.00	-8.41	48.47

Segment Leq : 48.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-6.96	0.00	0.00	0.00	-16.33	55.47

Segment Leq : 55.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.48	!	3.48

ROAD (0.00 + 55.11 + 0.00) = 55.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.97	0.00	-5.76	0.00	0.00	0.00	-16.10	55.11

Segment Leq : 55.11 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.99 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.99	!	4.50	!	1.43	!	1.43

ROAD (0.00 + 39.38 + 0.00) = 39.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.79	0.00	-3.40	0.00	0.00	0.00	-15.01	39.38

Segment Leq : 39.38 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.78	!	4.50	!	1.91	!	1.91

ROAD (0.00 + 41.85 + 0.00) = 41.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-8.36	0.00	0.00	0.00	-14.50	41.85

Segment Leq : 41.85 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 32.56 + 0.00) = 32.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-11.72	0.00	0.00	0.00	-5.01	32.56

Segment Leq : 32.56 dBA

Total Leq All Segments: 58.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.39
(NIGHT): 58.97

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10439/916 veh/TimePeriod *
Medium truck volume : 81/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12368/1253 veh/TimePeriod *
Medium truck volume : 101/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13788
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume :      7/2323  veh/TimePeriod
Medium truck volume :    589/118   veh/TimePeriod
Heavy truck volume  :   4087/819   veh/TimePeriod
Posted speed limit  :    100 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface             :      2      (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height     :    1.50 / 4.50 m
Topography          :      2      (Flat/gentle slope; with barrier)
Barrier angle1     : -90.00 deg   Angle2 : 90.00 deg
Barrier height      :    1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation    :    0.00 m
Receiver elevation  :    0.00 m
Barrier elevation   :    0.00 m
Reference angle     :    0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      0.79 !      1.50 !      1.44 !      1.44
  
```

ROAD (0.00 + 50.69 + 0.00) = 50.69 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90   90    0.00  63.60   0.00  -7.90   0.00   0.00   0.00  -5.02  50.69
-----
  
```

Segment Leq : 50.69 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	1.34 !	1.34

ROAD (0.00 + 55.55 + 0.00) = 55.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.38	0.00	-3.74	0.00	0.00	0.00	-5.09	55.55

Segment Leq : 55.55 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.60 !	1.60

ROAD (0.00 + 75.27 + 0.00) = 75.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-6.84	0.00	0.00	0.00	-4.98	70.28*
-90	90	0.00	82.11	0.00	-6.84	0.00	0.00	0.00	0.00	75.27

* Bright Zone !

Segment Leq : 75.27 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.63	1.63

ROAD (0.00 + 73.20 + 0.00) = 73.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.80	0.00	-5.60	0.00	0.00	0.00	-4.97	68.23*
-90	90	0.00	78.80	0.00	-5.60	0.00	0.00	0.00	0.00	73.20

* Bright Zone !

Segment Leq : 73.20 dBA

Total Leq All Segments: 77.41 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.08	4.08

ROAD (0.00 + 48.07 + 0.00) = 48.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.11	0.00	-8.04	0.00	0.00	0.00	-0.26	47.82*
-90	90	0.00	56.11	0.00	-8.04	0.00	0.00	0.00	0.00	48.07

* Bright Zone !

Segment Leq : 48.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	3.25	3.25

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.43	0.00	-4.09	0.00	0.00	0.00	-0.52	52.82*
-90	90	0.00	57.43	0.00	-4.09	0.00	0.00	0.00	0.00	53.33

* Bright Zone !

Segment Leq : 53.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.14	4.14

ROAD (0.00 + 71.24 + 0.00) = 71.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.26	0.00	-7.02	0.00	0.00	0.00	-0.27	70.98*
-90	90	0.00	78.26	0.00	-7.02	0.00	0.00	0.00	0.00	71.24

* Bright Zone !

Segment Leq : 71.24 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
2.24 !	4.50 !	3.99 !	3.99

ROAD (0.00 + 69.45 + 0.00) = 69.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.28	0.00	-5.84	0.00	0.00	0.00	-0.28	69.16*
-90	90	0.00	75.28	0.00	-5.84	0.00	0.00	0.00	0.00	69.45

* Bright Zone !

Segment Leq : 69.45 dBA

Total Leq All Segments: 73.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.41
(NIGHT): 73.50

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 1: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.50 / 134.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 126.00 / 129.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 2: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 114.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 109.00 / 112.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

Car traffic volume : 15651/1232 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 3: Cabana Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: S.Service Rd (day/night)

Car traffic volume : 10439/916 veh/TimePeriod *
Medium truck volume : 81/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 4: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 151.50 / 154.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: N.Service Rd (day/night)

```

-----
Car traffic volume : 12873/1273 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 91.00

```

Data for Segment # 5: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 2.70 ! 2.70

```

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 82.11 0.00 -9.43 0.00 0.00 0.00 -16.05 56.63
-----

```

Segment Leq : 56.63 dBA

Results segment # 2: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	2.59	2.59

ROAD (0.00 + 54.28 + 0.00) = 54.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.83	0.00	0.00	0.00	-16.14	54.28

Segment Leq : 54.28 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-3.97	-1.46	0.00	0.00	0.00	56.58

Segment Leq : 56.58 dBA

Results segment # 4: S.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 53.56 + 0.00) = 53.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.60	0.00	-10.04	0.00	0.00	0.00	0.00	53.56

Segment Leq : 53.56 dBA

Results segment # 5: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.62	0.00	-7.99	0.00	0.00	0.00	0.00	56.63

Segment Leq : 56.63 dBA

Total Leq All Segments: 62.72 dBA

Results segment # 1: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 52.84 + 0.00) = 52.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.26	0.00	-9.53	0.00	0.00	0.00	-15.89	52.84

Segment Leq : 52.84 dBA

Results segment # 2: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	4.50	2.72	2.72

ROAD (0.00 + 50.37 + 0.00) = 50.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.28	0.00	-8.94	0.00	0.00	0.00	-15.97	50.37

Segment Leq : 50.37 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.04 + 0.00) = 48.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.98	0.00	-4.58	-1.35	0.00	0.00	0.00	48.04

Segment Leq : 48.04 dBA

Results segment # 4: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.11	0.00	-10.13	0.00	0.00	0.00	0.00	45.98

Segment Leq : 45.98 dBA

Results segment # 5: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 49.51 + 0.00) = 49.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.64	0.00	-8.13	0.00	0.00	0.00	0.00	49.51

Segment Leq : 49.51 dBA

Total Leq All Segments: 56.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.72
(NIGHT): 56.94

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15746/1253 veh/TimePeriod *
Medium truck volume : 52/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17084
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 92.63

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6730/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 87.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 82.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 15651/1232 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 55.56 + 0.00) = 55.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.78	0.00	-9.23	0.00	0.00	0.00	0.00	55.56

Segment Leq : 55.56 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.03 + 0.00) = 54.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.57	0.00	-6.53	0.00	0.00	0.00	0.00	54.03

Segment Leq : 54.03 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.77	2.77

ROAD (0.00 + 57.65 + 0.00) = 57.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-8.47	0.00	0.00	0.00	-15.99	57.65

Segment Leq : 57.65 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	2.70	2.70

ROAD (0.00 + 55.53 + 0.00) = 55.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-7.66	0.00	0.00	0.00	-16.06	55.53

Segment Leq : 55.53 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.20 + 0.00) = 58.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-3.80	0.00	0.00	0.00	0.00	58.20

Segment Leq : 58.20 dBA

Total Leq All Segments: 63.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 48.14 + 0.00) = 48.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.77	0.00	-8.63	0.00	0.00	0.00	0.00	48.14

Segment Leq : 48.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.70	0.00	-5.36	0.00	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.02	3.02

ROAD (0.00 + 54.83 + 0.00) = 54.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.26	0.00	-7.76	0.00	0.00	0.00	-15.68	54.83

Segment Leq : 54.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.24 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 52.85 + 0.00) = 52.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.28	0.00	-6.78	0.00	0.00	0.00	-15.65	52.85

Segment Leq : 52.85 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.98	0.00	-1.86	0.00	0.00	0.00	0.00	52.12

Segment Leq : 52.12 dBA

Total Leq All Segments: 58.85 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.45
(NIGHT): 58.85

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15746/1253 veh/TimePeriod *
Medium truck volume : 52/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17084
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 92.63

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6730/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 48.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 69.50 / 72.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.78	0.00	-8.51	0.00	0.00	0.00	0.00	56.27

Segment Leq : 56.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.57	0.00	-5.10	0.00	0.00	0.00	0.00	55.47

Segment Leq : 55.47 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 74.50 + 0.00) = 74.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-7.61	0.00	0.00	0.00	0.00	74.50

Segment Leq : 74.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

ROAD (0.00 + 72.59 + 0.00) = 72.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-6.66	0.00	0.00	0.00	0.00	72.59

Segment Leq : 72.59 dBA

Total Leq All Segments: 76.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 48.14 + 0.00) = 48.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.77	0.00	-8.63	0.00	0.00	0.00	0.00	48.14

Segment Leq : 48.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.70	0.00	-5.36	0.00	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 70.50 + 0.00) = 70.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.26	0.00	-7.76	0.00	0.00	0.00	0.00	70.50

Segment Leq : 70.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

ROAD (0.00 + 68.44 + 0.00) = 68.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.28	0.00	-6.84	0.00	0.00	0.00	0.00	68.44

Segment Leq : 68.44 dBA

Total Leq All Segments: 72.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.73
(NIGHT): 72.63

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8984/645 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 126/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.37
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13078/1518 veh/TimePeriod *
Medium truck volume : 47/5 veh/TimePeriod *
Heavy truck volume : 24/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 89.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 8708/799 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.08 m

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.34	0.00	-18.36	-1.46	0.00	0.00	0.00	44.52

Segment Leq : 44.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 47.97 + 0.00) = 47.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.01	0.00	-14.59	-1.46	0.00	0.00	0.00	47.97

Segment Leq : 47.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 52.89 + 0.00) = 52.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.25	0.00	-12.65	-0.57	0.00	0.00	-15.14	52.89

Segment Leq : 52.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-12.06	-0.57	0.00	0.00	-15.22	50.74

Segment Leq : 50.74 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 30.31 + 0.00) = 30.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.14	0.00	-14.35	-1.19	0.00	0.00	-14.29	30.31

Segment Leq : 30.31 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.65	0.65

ROAD (0.00 + 27.78 + 0.00) = 27.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.12	0.00	-16.07	-1.19	0.00	0.00	-14.08	27.78

Segment Leq : 27.78 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.46	0.00	-17.33	-1.46	0.00	0.00	0.00	40.67

Segment Leq : 40.67 dBA

Total Leq All Segments: 56.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.08 m

ROAD (0.00 + 36.98 + 0.00) = 36.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.92	0.00	-17.61	-1.32	0.00	0.00	0.00	36.98

Segment Leq : 36.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 42.08 + 0.00) = 42.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.68	0.00	-14.26	-1.35	0.00	0.00	0.00	42.08

Segment Leq : 42.08 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 50.12 + 0.00) = 50.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.22	0.00	-11.80	-0.34	0.00	0.00	-14.96	50.12

Segment Leq : 50.12 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.66 !	2.66

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.90	0.00	-11.27	-0.35	0.00	0.00	-15.01	48.27

Segment Leq : 48.27 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.59 !	0.59

ROAD (0.00 + 26.87 + 0.00) = 26.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.75	0.00	-13.72	-1.02	0.00	0.00	-14.15	26.87

Segment Leq : 26.87 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.55 !	4.50 !	0.62 !	0.62

ROAD (0.00 + 25.52 + 0.00) = 25.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.89	0.00	-15.27	-1.02	0.00	0.00	-14.09	25.52

Segment Leq : 25.52 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.21 + 0.00) = 34.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.10	0.00	-16.53	-1.35	0.00	0.00	0.00	34.21

Segment Leq : 34.21 dBA

Total Leq All Segments: 52.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.21
(NIGHT): 52.89

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8984/645 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 126/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.37
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13078/1518 veh/TimePeriod *
Medium truck volume : 47/5 veh/TimePeriod *
Heavy truck volume : 24/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 89.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

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-----
Car traffic volume : 8708/799 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.08 m

ROAD (0.00 + 43.09 + 0.00) = 43.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.34	0.00	-19.79	-1.46	0.00	0.00	0.00	43.09

Segment Leq : 43.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.01	0.00	-17.31	-1.46	0.00	0.00	0.00	45.25

Segment Leq : 45.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.56 !	2.56

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.25	0.00	-13.86	-0.57	0.00	0.00	-15.19	51.63

Segment Leq : 51.63 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-13.44	-0.57	0.00	0.00	-15.28	49.30

Segment Leq : 49.30 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.54	0.54

ROAD (0.00 + 28.22 + 0.00) = 28.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.14	0.00	-16.40	-1.19	0.00	0.00	-14.33	28.22

Segment Leq : 28.22 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.64	0.64

ROAD (0.00 + 26.38 + 0.00) = 26.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.12	0.00	-17.45	-1.19	0.00	0.00	-14.10	26.38

Segment Leq : 26.38 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.46	0.00	-17.33	-1.46	0.00	0.00	0.00	40.67

Segment Leq : 40.67 dBA

Total Leq All Segments: 54.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.08 m

ROAD (0.00 + 35.61 + 0.00) = 35.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.92	0.00	-18.98	-1.32	0.00	0.00	0.00	35.61

Segment Leq : 35.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 39.50 + 0.00) = 39.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.68	0.00	-16.84	-1.35	0.00	0.00	0.00	39.50

Segment Leq : 39.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.22	0.00	-12.93	-0.34	0.00	0.00	-15.05	48.90

Segment Leq : 48.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.58 !	2.58

ROAD (0.00 + 46.88 + 0.00) = 46.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.90	0.00	-12.55	-0.35	0.00	0.00	-15.12	46.88

Segment Leq : 46.88 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.57 !	0.57

ROAD (0.00 + 24.96 + 0.00) = 24.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.75	0.00	-15.55	-1.02	0.00	0.00	-14.22	24.96

Segment Leq : 24.96 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.55	!	4.50	!	0.61	!	0.61

ROAD (0.00 + 24.21 + 0.00) = 24.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.89	0.00	-16.54	-1.02	0.00	0.00	-14.13	24.21

Segment Leq : 24.21 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.21 + 0.00) = 34.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.10	0.00	-16.53	-1.35	0.00	0.00	0.00	34.21

Segment Leq : 34.21 dBA

Total Leq All Segments: 51.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.73
(NIGHT): 51.53

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 8708/799 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 53.77 + 0.00) = 53.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.23	0.00	-9.46	0.00	0.00	0.00	0.00	53.77

Segment Leq : 53.77 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 55.97 + 0.00) = 55.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-6.96	0.00	0.00	0.00	0.00	55.97

Segment Leq : 55.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.70	!	2.70

ROAD (0.00 + 58.01 + 0.00) = 58.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-8.75	0.00	0.00	0.00	-15.03	58.01

Segment Leq : 58.01 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.65	!	2.65

ROAD (0.00 + 56.98 + 0.00) = 56.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.09	0.00	-7.99	0.00	0.00	0.00	-15.11	56.98

Segment Leq : 56.98 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.67	0.67

ROAD (0.00 + 34.80 + 0.00) = 34.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.14	0.00	-7.62	0.00	0.00	0.00	-17.72	34.80

Segment Leq : 34.80 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.73	0.73

ROAD (0.00 + 32.37 + 0.00) = 32.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.12	0.00	-9.02	0.00	0.00	0.00	-17.72	32.37

Segment Leq : 32.37 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.46	0.00	0.00	0.00	0.00	0.00	0.00	59.46

Segment Leq : 59.46 dBA

Total Leq All Segments: 64.24 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 46.72 + 0.00) = 46.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-9.05	0.00	0.00	0.00	0.00	46.72

Segment Leq : 46.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 48.20 + 0.00) = 48.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-6.20	0.00	0.00	0.00	0.00	48.20

Segment Leq : 48.20 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.90	2.90

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.06	0.00	-8.26	0.00	0.00	0.00	-14.66	55.14

Segment Leq : 55.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.90	!	2.90

ROAD (0.00 + 54.69 + 0.00) = 54.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-7.40	0.00	0.00	0.00	-14.65	54.69

Segment Leq : 54.69 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.76	!	0.76

ROAD (0.00 + 31.18 + 0.00) = 31.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.75	0.00	-6.98	0.00	0.00	0.00	-17.59	31.18

Segment Leq : 31.18 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.55	!	4.50	!	0.74	!	0.74

ROAD (0.00 + 29.71 + 0.00) = 29.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.89	0.00	-8.52	0.00	0.00	0.00	-17.66	29.71

Segment Leq : 29.71 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.10	0.00	-0.79	0.00	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Total Leq All Segments: 59.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.24
(NIGHT): 59.40

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13118/2763 veh/TimePeriod *
Medium truck volume : 922/194 veh/TimePeriod *
Heavy truck volume : 7711/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 82.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 151.00 / 138.50 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 8708/799 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9507
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.23	0.00	-10.73	0.00	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 54.07 + 0.00) = 54.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-8.86	0.00	0.00	0.00	0.00	54.07

Segment Leq : 54.07 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.61	2.61

ROAD (0.00 + 56.48 + 0.00) = 56.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-10.18	0.00	0.00	0.00	-15.13	56.48

Segment Leq : 56.48 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.53	2.53

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.09	0.00	-9.65	0.00	0.00	0.00	-15.25	55.19

Segment Leq : 55.19 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.61	0.61

ROAD (0.00 + 33.00 + 0.00) = 33.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.14	0.00	-9.37	0.00	0.00	0.00	-17.77	33.00

Segment Leq : 33.00 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.69	0.69

ROAD (0.00 + 30.99 + 0.00) = 30.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.12	0.00	-10.38	0.00	0.00	0.00	-17.75	30.99

Segment Leq : 30.99 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.46	0.00	0.00	0.00	0.00	0.00	0.00	59.46

Segment Leq : 59.46 dBA

Total Leq All Segments: 63.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 45.34 + 0.00) = 45.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-10.43	0.00	0.00	0.00	0.00	45.34

Segment Leq : 45.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 46.01 + 0.00) = 46.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-8.39	0.00	0.00	0.00	0.00	46.01

Segment Leq : 46.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.75	2.75

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.04	0.00	-9.82	0.00	0.00	0.00	-14.89	53.33

Segment Leq : 53.33 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	4.50 !	2.69 !	2.69

ROAD (0.00 + 52.55 + 0.00) = 52.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-9.23	0.00	0.00	0.00	-14.97	52.55

Segment Leq : 52.55 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.67 !	0.67

ROAD (0.00 + 29.11 + 0.00) = 29.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.75	0.00	-8.95	0.00	0.00	0.00	-17.69	29.11

Segment Leq : 29.11 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.55 !	4.50 !	0.68 !	0.68

ROAD (0.00 + 28.13 + 0.00) = 28.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.89	0.00	-10.05	0.00	0.00	0.00	-17.71	28.13

Segment Leq : 28.13 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.10	0.00	-0.79	0.00	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Total Leq All Segments: 57.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.21
(NIGHT): 57.82

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 343.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.50 / 285.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 341.50 / 323.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 323.50 / 305.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 38.85 + 0.00) = 38.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-22.92	-1.46	0.00	0.00	0.00	38.85

Segment Leq : 38.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 39.80 + 0.00) = 39.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-21.68	-1.46	0.00	0.00	0.00	39.80

Segment Leq : 39.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 58.21 + 0.00) = 58.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.79	0.00	-22.16	-1.41	0.00	0.00	0.00	58.21

Segment Leq : 58.21 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

ROAD (0.00 + 56.85 + 0.00) = 56.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.09	0.00	-21.83	-1.42	0.00	0.00	0.00	56.85

Segment Leq : 56.85 dBA

Total Leq All Segments: 60.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 32.98 + 0.00) = 32.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.77	0.00	-21.47	-1.32	0.00	0.00	0.00	32.98

Segment Leq : 32.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 32.77 + 0.00) = 32.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.40	0.00	-20.30	-1.33	0.00	0.00	0.00	32.77

Segment Leq : 32.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 56.23 + 0.00) = 56.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.06	0.00	-20.58	-1.25	0.00	0.00	0.00	56.23

Segment Leq : 56.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

ROAD (0.00 + 55.24 + 0.00) = 55.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.75	0.00	-20.24	-1.26	0.00	0.00	0.00	55.24

Segment Leq : 55.24 dBA

Total Leq All Segments: 58.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.66
(NIGHT): 58.80

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 14874/3444 veh/TimePeriod *
Medium truck volume : 812/188 veh/TimePeriod *
Heavy truck volume : 5914/1369 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 38.06 + 0.00) = 38.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-23.72	-1.46	0.00	0.00	0.00	38.06

Segment Leq : 38.06 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 38.99 + 0.00) = 38.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-22.49	-1.46	0.00	0.00	0.00	38.99

Segment Leq : 38.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 57.44 + 0.00) = 57.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.79	0.00	-22.93	-1.41	0.00	0.00	0.00	57.44

Segment Leq : 57.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.80	0.00	-22.65	-1.42	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Total Leq All Segments: 60.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 32.20 + 0.00) = 32.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.77	0.00	-22.24	-1.32	0.00	0.00	0.00	32.20

Segment Leq : 32.20 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 31.93 + 0.00) = 31.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.40	0.00	-21.14	-1.33	0.00	0.00	0.00	31.93

Segment Leq : 31.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 55.45 + 0.00) = 55.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.06	0.00	-21.36	-1.25	0.00	0.00	0.00	55.45

Segment Leq : 55.45 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

ROAD (0.00 + 55.13 + 0.00) = 55.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.45	0.00	-21.07	-1.26	0.00	0.00	0.00	55.13

Segment Leq : 55.13 dBA

Total Leq All Segments: 58.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.17
(NIGHT): 58.32

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 16812/1227 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.21 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.23 0.00 -9.40 0.00 0.00 0.00 -10.00 43.83
-----
  
```

Segment Leq : 43.83 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.97 !	1.50 !	-1.20 !	1.30

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-6.20	0.00	0.00	0.00	-11.04	45.70

Segment Leq : 45.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.51 !	2.51

ROAD (0.00 + 67.44 + 0.00) = 67.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-8.63	0.00	0.00	0.00	-5.72	67.44

Segment Leq : 67.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.42	!	2.42

ROAD (0.00 + 66.27 + 0.00) = 66.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.09	0.00	-7.85	0.00	0.00	0.00	-5.96	66.27

Segment Leq : 66.27 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-10.62	0.00	0.00	0.00	-9.90	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 69.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.20 !	4.50 !	1.33 !	3.83

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-9.49	0.00	0.00	0.00	-5.84	40.43

Segment Leq : 40.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	4.50 !	0.53 !	3.03

ROAD (0.00 + 40.35 + 0.00) = 40.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-6.40	0.00	0.00	0.00	-7.65	40.35

Segment Leq : 40.35 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.65	!	2.65

ROAD (0.00 + 63.94 + 0.00) = 63.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.06	0.00	-8.75	0.00	0.00	0.00	-5.38	63.94

Segment Leq : 63.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-7.99	0.00	0.00	0.00	-5.51	63.25

Segment Leq : 63.25 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.87 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.71 + 0.00) = 41.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-10.41	0.00	0.00	0.00	-5.66	41.71

Segment Leq : 41.71 dBA

Total Leq All Segments: 66.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.95
(NIGHT): 66.65

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12640/2926 veh/TimePeriod *
Medium truck volume : 688/159 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.75
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 16812/1227 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.21 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 43.62 + 0.00) = 43.62 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.23 0.00 -9.65 0.00 0.00 0.00 -9.96 43.62
-----
  
```

Segment Leq : 43.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.97 !	1.50 !	-1.20 !	1.30

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-6.20	0.00	0.00	0.00	-11.04	45.70

Segment Leq : 45.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 67.04 + 0.00) = 67.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-9.01	0.00	0.00	0.00	-5.74	67.04

Segment Leq : 67.04 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.41	!	2.41

ROAD (0.00 + 65.79 + 0.00) = 65.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.09	0.00	-8.30	0.00	0.00	0.00	-6.00	65.79

Segment Leq : 65.79 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-10.62	0.00	0.00	0.00	-9.90	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 69.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.20 !	4.50 !	1.37 !	3.87

ROAD (0.00 + 40.24 + 0.00) = 40.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-9.75	0.00	0.00	0.00	-5.78	40.24

Segment Leq : 40.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.94 !	4.50 !	0.53 !	3.03

ROAD (0.00 + 40.35 + 0.00) = 40.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-6.40	0.00	0.00	0.00	-7.65	40.35

Segment Leq : 40.35 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.63	!	2.63

ROAD (0.00 + 63.53 + 0.00) = 63.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.06	0.00	-9.12	0.00	0.00	0.00	-5.42	63.53

Segment Leq : 63.53 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.56	!	2.56

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.74	0.00	-8.43	0.00	0.00	0.00	-5.57	62.74

Segment Leq : 62.74 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.87 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.71 + 0.00) = 41.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-10.41	0.00	0.00	0.00	-5.66	41.71

Segment Leq : 41.71 dBA

Total Leq All Segments: 66.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.52
(NIGHT): 66.20

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11713/1060 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 17.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13523/894 veh/TimePeriod *
Medium truck volume : 198/13 veh/TimePeriod *
Heavy truck volume : 98/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.71
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5481/1628 veh/TimePeriod *
Medium truck volume : 512/152 veh/TimePeriod *
Heavy truck volume : 4296/1276 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.98
Heavy Truck % of Total Volume : 41.75
Day (16 hrs) % of Total Volume : 77.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 16812/1227 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401 on rp (day/night)

```

-----
Car traffic volume : 8048/1108 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9328
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.23
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.90
  
```

Data for Segment # 6: 401 on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.50 64.72 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.46
-----
  
```

Segment Leq : 38.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.35 !	1.35

ROAD (0.00 + 48.36 + 0.00) = 48.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.51	0.00	-7.75	-1.16	0.00	0.00	-8.24	48.36

Segment Leq : 48.36 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 62.21 + 0.00) = 62.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-10.61	0.00	0.00	0.00	-8.97	62.21

Segment Leq : 62.21 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 60.09 + 0.00) = 60.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.16	0.00	0.00	0.00	-8.94	60.09

Segment Leq : 60.09 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.18 + 0.00) = 49.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-9.41	0.00	0.00	0.00	-7.61	49.18

Segment Leq : 49.18 dBA

Results segment # 6: 401 on rp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.94	0.94

ROAD (0.00 + 37.66 + 0.00) = 37.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.05	0.00	-9.99	0.00	0.00	0.00	-15.39	37.66

Segment Leq : 37.66 dBA

Total Leq All Segments: 64.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.23	4.23

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.32	0.00	-16.67	-0.99	0.00	0.00	-3.12	36.53*
-90	90	0.59	57.32	0.00	-18.84	-1.33	0.00	0.00	0.00	37.14

* Bright Zone !

Segment Leq : 37.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.61	3.61

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.64	0.00	-7.64	-0.99	0.00	0.00	-4.43	43.58*
-90	90	0.59	56.64	0.00	-8.64	-1.33	0.00	0.00	0.00	46.67

* Bright Zone !

Segment Leq : 46.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 58.70 + 0.00) = 58.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.06	0.00	-10.71	0.00	0.00	0.00	-8.66	58.70

Segment Leq : 58.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 58.09 + 0.00) = 58.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.92	0.00	-10.24	0.00	0.00	0.00	-8.60	58.09

Segment Leq : 58.09 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	4.15	!	4.15

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-9.51	0.00	0.00	0.00	-2.75	45.52*
-90	90	0.00	57.78	0.00	-9.51	0.00	0.00	0.00	0.00	48.27

* Bright Zone !

Segment Leq : 48.27 dBA

Results segment # 6: 401 on rp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 32.20 + 0.00) = 32.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-9.88	0.00	0.00	0.00	-15.37	32.20

Segment Leq : 32.20 dBA

Total Leq All Segments: 61.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.55
(NIGHT): 61.78

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11713/1060 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13523/894 veh/TimePeriod *
Medium truck volume : 198/13 veh/TimePeriod *
Heavy truck volume : 98/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.71
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7789/1310 veh/TimePeriod *
Medium truck volume : 557/94 veh/TimePeriod *
Heavy truck volume : 4719/794 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15262
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 36.12
Day (16 hrs) % of Total Volume : 85.60

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5481/1628 veh/TimePeriod *
Medium truck volume : 512/152 veh/TimePeriod *
Heavy truck volume : 4296/1276 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.98
Heavy Truck % of Total Volume : 41.75
Day (16 hrs) % of Total Volume : 77.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8048/1108 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9328
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.23
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 9173/1204 veh/TimePeriod *
Medium truck volume : 165/22 veh/TimePeriod *
Heavy truck volume : 533/70 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.67
Heavy Truck % of Total Volume : 5.40
Day (16 hrs) % of Total Volume : 88.40

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 130.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 8036/1800 veh/TimePeriod *
Medium truck volume : 148/33 veh/TimePeriod *
Heavy truck volume : 476/107 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.71
Heavy Truck % of Total Volume : 5.50
Day (16 hrs) % of Total Volume : 81.70

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Car traffic volume : 7792/1851 veh/TimePeriod *
Medium truck volume : 107/25 veh/TimePeriod *
Heavy truck volume : 53/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9841
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 80.80
  
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 1.50 ! 1.48 ! 1.48
  
```

ROAD (0.00 + 43.86 + 0.00) = 43.86 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.72 0.00 -12.78 0.00 0.00 0.00 0.00 -8.09 43.86
-----
  
```

Segment Leq : 43.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.51	0.00	-5.95	-1.16	0.00	0.00	-8.98	49.42

Segment Leq : 49.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 60.46 + 0.00) = 60.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.65	0.00	-11.24	0.00	0.00	0.00	-7.95	60.46

Segment Leq : 60.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.43 + 0.00) = 60.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.80	0.00	0.00	0.00	-7.95	60.43

Segment Leq : 60.43 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.17 + 0.00) = 48.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.05	0.00	-6.35	0.00	0.00	0.00	-8.52	48.17

Segment Leq : 48.17 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.52 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.52	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 50.57 + 0.00) = 50.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.02	0.00	-9.34	0.00	0.00	0.00	-8.11	50.57

Segment Leq : 50.57 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.53	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.51	0.00	-12.65	0.00	0.00	0.00	-8.03	46.84

Segment Leq : 46.84 dBA

Results segment # 8: SBoffrmpHwy3 (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.47	1.47

ROAD (0.00 + 43.51 + 0.00) = 43.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.02	0.00	-11.37	0.00	0.00	0.00	-8.13	43.51

Segment Leq : 43.51 dBA

Total Leq All Segments: 64.11 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.35	4.35

ROAD (0.00 + 44.49 + 0.00) = 44.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.32	0.00	-12.83	0.00	0.00	0.00	-1.47	43.02*
-90	90	0.00	57.32	0.00	-12.83	0.00	0.00	0.00	0.00	44.49

* Bright Zone !

Segment Leq : 44.49 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.34	3.34

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.64	0.00	-6.06	-0.99	0.00	0.00	-4.83	44.76*
-90	90	0.59	56.64	0.00	-6.85	-1.33	0.00	0.00	0.00	48.46

* Bright Zone !

Segment Leq : 48.46 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.92	0.00	-11.30	0.00	0.00	0.00	-1.55	62.06*
-90	90	0.00	74.92	0.00	-11.30	0.00	0.00	0.00	0.00	63.62

* Bright Zone !

Segment Leq : 63.62 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 66.05 + 0.00) = 66.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.92	0.00	-10.88	0.00	0.00	0.00	-1.59	64.46*
-90	90	0.00	76.92	0.00	-10.88	0.00	0.00	0.00	0.00	66.05

* Bright Zone !

Segment Leq : 66.05 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	0.98	0.98

ROAD (0.00 + 37.54 + 0.00) = 37.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-6.55	0.00	0.00	0.00	-13.36	37.54

Segment Leq : 37.54 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.52 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.52 !	4.50 !	1.57 !	1.57

ROAD (0.00 + 41.20 + 0.00) = 41.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.22	0.00	-9.44	0.00	0.00	0.00	-11.58	41.20

Segment Leq : 41.20 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	4.50 !	4.36 !	4.36

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.04	0.00	-12.69	0.00	0.00	0.00	-1.62	49.72*
-90	90	0.00	64.04	0.00	-12.69	0.00	0.00	0.00	0.00	51.34

* Bright Zone !

Segment Leq : 51.34 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 4.28 ! 4.28

ROAD (0.00 + 48.37 + 0.00) = 48.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	-2.10	46.27*
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	0.00	48.37

* Bright Zone !

Segment Leq : 48.37 dBA

Total Leq All Segments: 68.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.11
(NIGHT): 68.23

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14633/3040 veh/TimePeriod *
Medium truck volume : 726/151 veh/TimePeriod *
Heavy truck volume : 5095/1058 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24704
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.55
Heavy Truck % of Total Volume : 24.91
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13617/2929 veh/TimePeriod *
Medium truck volume : 921/198 veh/TimePeriod *
Heavy truck volume : 7654/1646 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26965
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.15
Heavy Truck % of Total Volume : 34.49
Day (16 hrs) % of Total Volume : 82.30
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.23 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.23 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 61.78 + 0.00) = 61.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.21 0.00 -10.25 -1.09 0.00 0.00 -7.08 61.78
-----
  
```

Segment Leq : 61.78 dBA

Results segment # 2: Hwy401 SB/WB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 64.96 + 0.00) = 64.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.77	0.00	-8.73	-1.08	0.00	0.00	-7.01	64.96

Segment Leq : 64.96 dBA

Total Leq All Segments: 66.67 dBA

Results segment # 1: Hwy401 NB/EB (night)

 Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	3.98	3.98

ROAD (0.00 + 63.96 + 0.00) = 63.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.40	0.00	-9.85	-0.91	0.00	0.00	-3.77	61.86*
-90	90	0.55	76.40	0.00	-11.17	-1.26	0.00	0.00	0.00	63.96

* Bright Zone !

Segment Leq : 63.96 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 4.07 ! 4.07

ROAD (0.00 + 67.24 + 0.00) = 67.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.11	0.00	-8.48	-0.90	0.00	0.00	-2.82	65.91*
-90	90	0.54	78.11	0.00	-9.62	-1.25	0.00	0.00	0.00	67.24

* Bright Zone !

Segment Leq : 67.24 dBA

Total Leq All Segments: 68.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.67
(NIGHT): 68.91

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 428/114 veh/TimePeriod *
Medium truck volume : 70/18 veh/TimePeriod *
Heavy truck volume : 1494/397 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 75.00
Day (16 hrs) % of Total Volume : 79.00

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S toEC S. (day/night)

Car traffic volume : 1734/313 veh/TimePeriod *
Medium truck volume : 219/40 veh/TimePeriod *
Heavy truck volume : 10731/1938 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 84.60
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401S toEC S. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 886/445 veh/TimePeriod *
Medium truck volume : 22/11 veh/TimePeriod *
Heavy truck volume : 216/108 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.92
Heavy Truck % of Total Volume : 19.23
Day (16 hrs) % of Total Volume : 66.60

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 28979/2384 veh/TimePeriod *
Medium truck volume : 425/35 veh/TimePeriod *
Heavy truck volume : 1149/94 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33065
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.76
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 25941/2472 veh/TimePeriod *
Medium truck volume : 363/35 veh/TimePeriod *
Heavy truck volume : 749/71 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29631
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 20985/1339 veh/TimePeriod *
Medium truck volume : 348/22 veh/TimePeriod *
Heavy truck volume : 174/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.62
Heavy Truck % of Total Volume : 0.81
Day (16 hrs) % of Total Volume : 94.00
    
```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.83	0.00	-15.29	-0.71	0.00	0.00	0.00	65.83

Segment Leq : 65.83 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 62.17 + 0.00) = 62.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.55	0.00	-15.67	-0.71	0.00	0.00	0.00	62.17

Segment Leq : 62.17 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	71.01	0.00	-20.10	-1.14	0.00	0.00	0.00	49.77

Segment Leq : 49.77 dBA

Results segment # 5: 401S toEC S. (day)

Source height = 2.40 m

ROAD (0.00 + 61.80 + 0.00) = 61.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	79.53	0.00	-16.58	-1.14	0.00	0.00	0.00	61.80

Segment Leq : 61.80 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.09 m

ROAD (0.00 + 40.38 + 0.00) = 40.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	61.74	0.00	-20.20	-1.16	0.00	0.00	0.00	40.38

Segment Leq : 40.38 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.43	0.00	-23.28	-1.46	0.00	0.00	0.00	51.69

Segment Leq : 51.69 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.27 + 0.00) = 50.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.36	0.00	-23.63	-1.46	0.00	0.00	0.00	50.27

Segment Leq : 50.27 dBA

Results segment # 9: Malden Rd. (day)

Source height = 0.95 m

ROAD (0.00 + 62.07 + 0.00) = 62.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.63	0.00	-5.56	0.00	0.00	0.00	0.00	62.07

Segment Leq : 62.07 dBA

Total Leq All Segments: 69.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.54	0.00	0.00	0.00	0.00	48.75

Segment Leq : 48.75 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 64.00 + 0.00) = 64.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.77	0.00	-14.28	-0.50	0.00	0.00	0.00	64.00

Segment Leq : 64.00 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.85 + 0.00) = 61.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.97	0.00	-14.63	-0.50	0.00	0.00	0.00	61.85

Segment Leq : 61.85 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 48.36 + 0.00) = 48.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	68.26	0.00	-18.93	-0.97	0.00	0.00	0.00	48.36

Segment Leq : 48.36 dBA

Results segment # 5: 401S toEC S. (night)

Source height = 2.40 m

ROAD (0.00 + 58.47 + 0.00) = 58.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	75.10	0.00	-15.66	-0.97	0.00	0.00	0.00	58.47

Segment Leq : 58.47 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.09 m

ROAD (0.00 + 41.72 + 0.00) = 41.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	61.74	0.00	-19.04	-0.98	0.00	0.00	0.00	41.72

Segment Leq : 41.72 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.58	0.00	-22.12	-1.31	0.00	0.00	0.00	45.16

Segment Leq : 45.16 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.35 + 0.00) = 44.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.16	0.00	-22.50	-1.31	0.00	0.00	0.00	44.35

Segment Leq : 44.35 dBA

Results segment # 9: Malden Rd. (night)

Source height = 0.95 m

ROAD (0.00 + 52.87 + 0.00) = 52.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.67	0.00	-5.80	0.00	0.00	0.00	0.00	52.87

Segment Leq : 52.87 dBA

Total Leq All Segments: 67.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.64
(NIGHT): 67.12

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 25117/2637 veh/TimePeriod *
Medium truck volume : 328/34 veh/TimePeriod *
Heavy truck volume : 164/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 90.50

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 28979/2384 veh/TimePeriod *
Medium truck volume : 425/35 veh/TimePeriod *
Heavy truck volume : 1149/94 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33065
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.76
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 25941/2472 veh/TimePeriod *
Medium truck volume : 363/35 veh/TimePeriod *
Heavy truck volume : 749/71 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29631
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

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-----
Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

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24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

```

Data for Segment # 7: Spring Garde (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 41.32 + 0.00) = 41.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.04	0.00	-25.26	-1.46	0.00	0.00	0.00	41.32

Segment Leq : 41.32 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.47 + 0.00) = 62.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.83	0.00	-17.95	-1.41	0.00	0.00	0.00	62.47

Segment Leq : 62.47 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.54 + 0.00) = 58.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.55	0.00	-18.60	-1.41	0.00	0.00	0.00	58.54

Segment Leq : 58.54 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 52.89 + 0.00) = 52.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.43	0.00	-22.08	-1.46	0.00	0.00	0.00	52.89

Segment Leq : 52.89 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.36	0.00	-22.50	-1.46	0.00	0.00	0.00	51.40

Segment Leq : 51.40 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 43.41 + 0.00) = 43.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.93	0.00	-25.08	-1.44	0.00	0.00	0.00	43.41

Segment Leq : 43.41 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 64.70 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 35.78 + 0.00) = 35.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.24	0.00	-24.12	-1.33	0.00	0.00	0.00	35.78

Segment Leq : 35.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.03 + 0.00) = 61.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.77	0.00	-16.48	-1.25	0.00	0.00	0.00	61.03

Segment Leq : 61.03 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.55 + 0.00) = 58.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.97	0.00	-17.17	-1.25	0.00	0.00	0.00	58.55

Segment Leq : 58.55 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 46.54 + 0.00) = 46.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.58	0.00	-20.74	-1.31	0.00	0.00	0.00	46.54

Segment Leq : 46.54 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 45.64 + 0.00) = 45.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.16	0.00	-21.20	-1.31	0.00	0.00	0.00	45.64

Segment Leq : 45.64 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	64.72	0.00	-23.75	-1.29	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-2.34	-1.35	0.00	0.00	0.00	45.60

Segment Leq : 45.60 dBA

Total Leq All Segments: 63.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.70
(NIGHT): 63.25

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 25117/2637 veh/TimePeriod *
Medium truck volume : 328/34 veh/TimePeriod *
Heavy truck volume : 164/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 90.50

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 886/445 veh/TimePeriod *
Medium truck volume : 22/11 veh/TimePeriod *
Heavy truck volume : 216/108 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.92
Heavy Truck % of Total Volume : 19.23
Day (16 hrs) % of Total Volume : 66.60

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 5

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28979/2384 veh/TimePeriod *
Medium truck volume : 425/35 veh/TimePeriod *
Heavy truck volume : 1149/94 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33065
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.76
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 6

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25941/2472 veh/TimePeriod *
Medium truck volume : 363/35 veh/TimePeriod *
Heavy truck volume : 749/71 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29631
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 7

Road data, segment # 7: 401SB offrmp (day/night)

Car traffic volume : 11599/2111 veh/TimePeriod *
Medium truck volume : 218/40 veh/TimePeriod *
Heavy truck volume : 853/155 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14976
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.72
Heavy Truck % of Total Volume : 6.73
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 7: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.80 / 495.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Reference angle : 0.00

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Road data, segment # 8: Spring Garde (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 8: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 9: 401SB on rmp (day/night)

Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

Data for Segment # 9: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 494.80 / 497.80 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: N.Service Rd (day)

 Source height = 0.89 m

ROAD (0.00 + 41.34 + 0.00) = 41.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.04	0.00	-25.24	-1.46	0.00	0.00	0.00	41.34

Segment Leq : 41.34 dBA

Results segment # 2: Hwy 401 SB (day)

 Source height = 2.40 m

ROAD (0.00 + 72.41 + 0.00) = 72.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.83	0.00	-8.71	-0.71	0.00	0.00	0.00	72.41

Segment Leq : 72.41 dBA

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Results segment # 3: Hwy 401 NB (day)

 Source height = 2.40 m

ROAD (0.00 + 67.90 + 0.00) = 67.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.55	0.00	-9.94	-0.71	0.00	0.00	0.00	67.90

Segment Leq : 67.90 dBA

Results segment # 4: ECR rmp 2401 (day)

 Source height = 2.09 m

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.74	0.00	-14.45	-1.43	0.00	0.00	0.00	45.86

Segment Leq : 45.86 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 52.89 + 0.00) = 52.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.43	0.00	-22.08	-1.46	0.00	0.00	0.00	52.89

Segment Leq : 52.89 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.36	0.00	-22.50	-1.46	0.00	0.00	0.00	51.40

Segment Leq : 51.40 dBA

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Results segment # 7: 401SBonrmpEC (day)

Source height = 1.61 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.79	0.00	-25.21	-1.45	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.79	0.00	-25.21	-1.45	0.00	0.00	0.00	43.13

-90 90 0.66 57.07 0.00 -5.46 -1.46 0.00 0.00 0.00 50.15

Segment Leq : 50.15 dBA

Results segment # 9: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 43.41 + 0.00) = 43.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.65	69.93	0.00	-25.08	-1.44	0.00	0.00	0.00	43.41
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Segment Leq : 43.41 dBA

Total Leq All Segments: 73.82 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 35.84 + 0.00) = 35.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.59	61.24	0.00	-24.07	-1.33	0.00	0.00	0.00	35.84
-----	----	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 35.84 dBA

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Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 71.11 + 0.00) = 71.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.18	78.77	0.00	-7.17	-0.50	0.00	0.00	0.00	71.11
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Segment Leq : 71.11 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 67.84 + 0.00) = 67.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90 90 0.18 76.97 0.00 -8.63 -0.50 0.00 0.00 0.00 67.84

Segment Leq : 67.84 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.09 m

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.55	61.74	0.00	-13.04	-1.27	0.00	0.00	0.00	47.43
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Segment Leq : 47.43 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 46.54 + 0.00) = 46.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.57	68.58	0.00	-20.74	-1.31	0.00	0.00	0.00	46.54
-----	----	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 46.54 dBA

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Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 45.64 + 0.00) = 45.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.58	68.16	0.00	-21.20	-1.31	0.00	0.00	0.00	45.64
-----	----	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 45.64 dBA

Results segment # 7: 401SBonrmpEC (night)

Source height = 1.61 m

ROAD (0.00 + 40.30 + 0.00) = 40.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.57	65.40	0.00	-23.80	-1.30	0.00	0.00	0.00	40.30
-----	----	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 40.30 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-2.34	-1.35	0.00	0.00	0.00	45.60

Segment Leq : 45.60 dBA

Results segment # 9: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	64.72	0.00	-23.75	-1.29	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Total Leq All Segments: 72.83 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 73.82
(NIGHT): 72.83

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25117/2637 veh/TimePeriod *
Medium truck volume : 328/34 veh/TimePeriod *
Heavy truck volume : 164/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 90.50

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28979/2384 veh/TimePeriod *
Medium truck volume : 425/35 veh/TimePeriod *
Heavy truck volume : 1149/94 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33065
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.76
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 23236/2214 veh/TimePeriod *
Medium truck volume : 3068/292 veh/TimePeriod *
Heavy truck volume : 749/71 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29631
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 11.34
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

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-----
Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 44.48 + 0.00) = 44.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.04	0.00	-22.10	-1.46	0.00	0.00	0.00	44.48

Segment Leq : 44.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 53.52 + 0.00) = 53.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.83	0.00	-11.81	-0.42	0.00	0.00	-16.08	53.52

Segment Leq : 53.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.55	0.00	-12.34	-0.42	0.00	0.00	-16.10	49.68

Segment Leq : 49.68 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.43	0.00	-24.11	-1.46	0.00	0.00	0.00	50.87

Segment Leq : 50.87 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.29	0.00	-24.44	-1.46	0.00	0.00	0.00	51.39

Segment Leq : 51.39 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 48.31 + 0.00) = 48.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.93	0.00	-20.17	-1.44	0.00	0.00	0.00	48.31

Segment Leq : 48.31 dBA

Total Leq All Segments: 58.78 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-0.87	-1.35	0.00	0.00	0.00	47.07

Segment Leq : 47.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.70 + 0.00) = 38.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.24	0.00	-21.21	-1.33	0.00	0.00	0.00	38.70

Segment Leq : 38.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.77	0.00	-10.97	-0.18	0.00	0.00	-15.96	51.66

Segment Leq : 51.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 49.34 + 0.00) = 49.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.97	0.00	-11.46	-0.18	0.00	0.00	-15.99	49.34

Segment Leq : 49.34 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.38 + 0.00) = 44.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.58	0.00	-22.90	-1.31	0.00	0.00	0.00	44.38

Segment Leq : 44.38 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	70.08	0.00	-23.25	-1.31	0.00	0.00	0.00	45.51

Segment Leq : 45.51 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	64.72	0.00	-18.91	-1.29	0.00	0.00	0.00	44.52

Segment Leq : 44.52 dBA

Total Leq All Segments: 55.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.78
(NIGHT): 55.82

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25117/2637 veh/TimePeriod *
Medium truck volume : 328/34 veh/TimePeriod *
Heavy truck volume : 164/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 90.50

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28979/2384 veh/TimePeriod *
Medium truck volume : 425/35 veh/TimePeriod *
Heavy truck volume : 1149/94 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33065
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.76
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25941/2472 veh/TimePeriod *
Medium truck volume : 363/35 veh/TimePeriod *
Heavy truck volume : 749/71 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29631
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```
-----
Car traffic volume : 886/445 veh/TimePeriod *
Medium truck volume : 22/11 veh/TimePeriod *
Heavy truck volume : 216/108 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 1688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.92
Heavy Truck % of Total Volume : 19.23
Day (16 hrs) % of Total Volume : 66.60
```

Data for Segment # 8: EC Row ramp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 44.48 + 0.00) = 44.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.04	0.00	-22.10	-1.46	0.00	0.00	0.00	44.48

Segment Leq : 44.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 59.36 + 0.00) = 59.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.83	0.00	-6.37	-0.42	0.00	0.00	-15.68	59.36

Segment Leq : 59.36 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 54.54 + 0.00) = 54.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.55	0.00	-7.75	-0.42	0.00	0.00	-15.84	54.54

Segment Leq : 54.54 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.43	0.00	-24.11	-1.46	0.00	0.00	0.00	50.87

Segment Leq : 50.87 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.46 + 0.00) = 49.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.36	0.00	-24.44	-1.46	0.00	0.00	0.00	49.46

Segment Leq : 49.46 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 48.31 + 0.00) = 48.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.93	0.00	-20.17	-1.44	0.00	0.00	0.00	48.31

Segment Leq : 48.31 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.09 m

ROAD (0.00 + 39.84 + 0.00) = 39.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.74	0.00	-20.48	-1.43	0.00	0.00	0.00	39.84

Segment Leq : 39.84 dBA

Total Leq All Segments: 61.89 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.29	0.00	-0.87	-1.35	0.00	0.00	0.00	47.07

Segment Leq : 47.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.70 + 0.00) = 38.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.24	0.00	-21.21	-1.33	0.00	0.00	0.00	38.70

Segment Leq : 38.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 57.13 + 0.00) = 57.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.77	0.00	-6.12	-0.18	0.00	0.00	-15.34	57.13

Segment Leq : 57.13 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.97	0.00	-7.34	-0.18	0.00	0.00	-15.52	53.93

Segment Leq : 53.93 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.38 + 0.00) = 44.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.58	0.00	-22.90	-1.31	0.00	0.00	0.00	44.38

Segment Leq : 44.38 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.16	0.00	-23.25	-1.31	0.00	0.00	0.00	43.59

Segment Leq : 43.59 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	64.72	0.00	-18.91	-1.29	0.00	0.00	0.00	44.52

Segment Leq : 44.52 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.09 m

ROAD (0.00 + 41.04 + 0.00) = 41.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.74	0.00	-19.43	-1.27	0.00	0.00	0.00	41.04

Segment Leq : 41.04 dBA

Total Leq All Segments: 59.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.89
(NIGHT): 59.61

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33949/3358 veh/TimePeriod *
Medium truck volume : 383/38 veh/TimePeriod *
Heavy truck volume : 193/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37940
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.56
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.15	0.00	-18.66	-1.46	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.83	0.00	-10.69	-0.26	0.00	0.00	-16.76	54.13

Segment Leq : 54.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 50.23 + 0.00) = 50.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.55	0.00	-11.28	-0.26	0.00	0.00	-16.78	50.23

Segment Leq : 50.23 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 63.38 + 0.00) = 63.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.93	0.00	-6.55	0.00	0.00	0.00	0.00	63.38

Segment Leq : 63.38 dBA

Total Leq All Segments: 64.48 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.28	0.00	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.11	0.00	-17.32	-1.34	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 52.76 + 0.00) = 52.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-9.39	-0.01	0.00	0.00	-16.61	52.76

Segment Leq : 52.76 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.97	0.00	-9.93	-0.01	0.00	0.00	-16.65	50.39

Segment Leq : 50.39 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 58.86 + 0.00) = 58.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-5.86	0.00	0.00	0.00	0.00	58.86

Segment Leq : 58.86 dBA

Total Leq All Segments: 60.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.48
(NIGHT): 60.68

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5021/419 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33949/3358 veh/TimePeriod *
Medium truck volume : 383/38 veh/TimePeriod *
Heavy truck volume : 193/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37940
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.56
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6013/1485 veh/TimePeriod *
Medium truck volume : 863/213 veh/TimePeriod *
Heavy truck volume : 8104/2001 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18679
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 54.10
Day (16 hrs) % of Total Volume : 80.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2784/968 veh/TimePeriod *
Medium truck volume : 409/142 veh/TimePeriod *
Heavy truck volume : 3804/1323 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.36
Day (16 hrs) % of Total Volume : 74.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```

-----
Car traffic volume : 8368/1261 veh/TimePeriod *
Medium truck volume : 193/29 veh/TimePeriod *
Heavy truck volume : 963/145 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10960
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.03
Heavy Truck % of Total Volume : 10.11
Day (16 hrs) % of Total Volume : 86.90
  
```

Data for Segment # 5: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.15	0.00	-18.66	-1.46	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.83	0.00	-9.26	-0.26	0.00	0.00	-16.69	55.62

Segment Leq : 55.62 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.55	0.00	-10.01	-0.26	0.00	0.00	-16.73	51.55

Segment Leq : 51.55 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.78 m

ROAD (0.00 + 63.38 + 0.00) = 63.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.93	0.00	-6.55	0.00	0.00	0.00	0.00	63.38

Segment Leq : 63.38 dBA

Total Leq All Segments: 64.70 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.29	0.00	-0.28	0.00	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.11	0.00	-17.32	-1.34	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 54.53 + 0.00) = 54.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.77	0.00	-7.78	-0.01	0.00	0.00	-16.45	54.53

Segment Leq : 54.53 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.97	0.00	-8.58	-0.01	0.00	0.00	-16.54	51.85

Segment Leq : 51.85 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.78 m

ROAD (0.00 + 58.86 + 0.00) = 58.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-5.86	0.00	0.00	0.00	0.00	58.86

Segment Leq : 58.86 dBA

Total Leq All Segments: 61.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.70
(NIGHT): 61.17

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11266/940 veh/TimePeriod *
Medium truck volume : 107/9 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12368/1253 veh/TimePeriod *
Medium truck volume : 101/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13788
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 10275/797   veh/TimePeriod  *
Medium truck volume :    27/2     veh/TimePeriod  *
Heavy truck volume  :    13/1     veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11116
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.26
Heavy Truck % of Total Volume    : 0.13
Day (16 hrs) % of Total Volume   : 92.80
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 2 (Flat/gentle slope; with barrier)
Barrier angle1  : -90.00 deg   Angle2 : 90.00 deg
Barrier height   : 1.52 m
Barrier receiver distance : 6.00 / -2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle  : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      0.83 !      1.50 !      1.45 !      1.45
  
```

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.59  64.15   0.00 -12.25  -1.34   0.00   0.00  -5.01  45.55
-----
  
```

Segment Leq : 45.55 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 42.34 + 0.00) = 42.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.38	0.00	-15.69	-1.34	0.00	0.00	-5.01	42.34

Segment Leq : 42.34 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.55	!	1.55

ROAD (0.00 + 66.73 + 0.00) = 66.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	82.11	0.00	-13.19	-1.25	0.00	0.00	-5.00	62.67*
-90	90	0.63	82.11	0.00	-13.97	-1.41	0.00	0.00	0.00	66.73

* Bright Zone !

Segment Leq : 66.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	1.54	1.54

ROAD (0.00 + 62.72 + 0.00) = 62.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	79.25	0.00	-14.27	-1.26	0.00	0.00	-5.00	58.72*
-90	90	0.64	79.25	0.00	-15.11	-1.42	0.00	0.00	0.00	62.72

* Bright Zone !

Segment Leq : 62.72 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.60	1.50	1.32	1.32

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.66	0.00	-3.01	0.00	0.00	0.00	-5.14	52.51

Segment Leq : 52.51 dBA

Total Leq All Segments: 68.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	4.37	4.37

ROAD (0.00 + 42.93 + 0.00) = 42.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.29	0.00	-11.34	-1.17	0.00	0.00	-0.07	43.71*
-90	90	0.59	56.29	0.00	-12.02	-1.34	0.00	0.00	0.00	42.93

* Bright Zone !

Segment Leq : 42.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	4.32	4.32

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.43	0.00	-14.67	-1.17	0.00	0.00	-0.15	41.44*
-90	90	0.59	57.43	0.00	-15.56	-1.34	0.00	0.00	0.00	40.53

* Bright Zone !

Segment Leq : 40.53 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.36	4.36

ROAD (0.00 + 64.00 + 0.00) = 64.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	78.26	0.00	-12.24	-1.08	0.00	0.00	-0.14	64.80*
-90	90	0.54	78.26	0.00	-13.01	-1.25	0.00	0.00	0.00	64.00

* Bright Zone !

Segment Leq : 64.00 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	4.50	4.37	4.37

ROAD (0.00 + 59.90 + 0.00) = 59.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	75.28	0.00	-13.29	-1.09	0.00	0.00	-0.14	60.76*
-90	90	0.55	75.28	0.00	-14.12	-1.26	0.00	0.00	0.00	59.90

* Bright Zone !

Segment Leq : 59.90 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.59	!	4.50	!	4.93	!	4.93

ROAD (0.00 + 51.77 + 0.00) = 51.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	99.00	150.77
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	0.00	51.77

* Bright Zone !

Segment Leq : 51.77 dBA

Total Leq All Segments: 65.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.33
(NIGHT): 65.65

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11233/973 veh/TimePeriod *
Medium truck volume : 107/9 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.03

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12368/1253 veh/TimePeriod *
Medium truck volume : 101/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13788
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Parallel Rd (day/night)

Car traffic volume : 6324/411 veh/TimePeriod *
Medium truck volume : 60/4 veh/TimePeriod *
Heavy truck volume : 30/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 5: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Lambton Rd (day/night)

Car traffic volume : 10275/797 veh/TimePeriod *
Medium truck volume : 27/2 veh/TimePeriod *
Heavy truck volume : 13/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11116
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 6: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 7: Fazio Dr. (day/night)

```

-----
Car traffic volume : 6324/411 veh/TimePeriod *
Medium truck volume : 60/4 veh/TimePeriod *
Heavy truck volume : 30/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 93.90
  
```

Data for Segment # 7: Fazio Dr. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.00 / 43.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.59 ! 1.41
  
```

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.14 0.00 -6.53 0.00 0.00 0.00 -10.51 47.10
-----
  
```

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.55	!	1.45

ROAD (0.00 + 44.96 + 0.00) = 44.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.38	0.00	-9.19	0.00	0.00	0.00	-10.22	44.96

Segment Leq : 44.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	-0.41	!	1.59

ROAD (0.00 + 64.53 + 0.00) = 64.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-7.61	0.00	0.00	0.00	-9.97	64.53

Segment Leq : 64.53 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24 !	1.50 !	-0.44 !	1.56

ROAD (0.00 + 60.83 + 0.00) = 60.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.43	0.00	0.00	0.00	-9.99	60.83

Segment Leq : 60.83 dBA

Results segment # 5: Parallel Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83 !	1.50 !	-0.73 !	1.27

ROAD (0.00 + 45.57 + 0.00) = 45.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.64	0.00	-2.39	0.00	0.00	0.00	-11.68	45.57

Segment Leq : 45.57 dBA

Results segment # 6: Lambton Rd (day)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.60	1.50	-0.63	1.37

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.66	0.00	-6.09	0.00	0.00	0.00	-10.66	43.91

Segment Leq : 43.91 dBA

Results segment # 7: Fazio Dr. (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	1.50	-0.63	1.37

ROAD (0.00 + 43.95 + 0.00) = 43.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.64	0.00	-4.87	0.00	0.00	0.00	-10.82	43.95

Segment Leq : 43.95 dBA

Total Leq All Segments: 66.25 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	1.88	3.88

ROAD (0.00 + 49.85 + 0.00) = 49.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.57	0.00	-6.72	0.00	0.00	0.00	-5.00	44.85*
-90	90	0.00	56.57	0.00	-6.72	0.00	0.00	0.00	0.00	49.85

* Bright Zone !

Segment Leq : 49.85 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.12	4.12

ROAD (0.00 + 48.13 + 0.00) = 48.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.43	0.00	-9.29	0.00	0.00	0.00	-4.88	43.26*
-90	90	0.00	57.43	0.00	-9.29	0.00	0.00	0.00	0.00	48.13

* Bright Zone !

Segment Leq : 48.13 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.19	4.19

ROAD (0.00 + 70.50 + 0.00) = 70.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.26	0.00	-7.76	0.00	0.00	0.00	-4.79	65.71*
-90	90	0.00	78.26	0.00	-7.76	0.00	0.00	0.00	0.00	70.50

* Bright Zone !

Segment Leq : 70.50 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	4.50	2.23	4.23

ROAD (0.00 + 66.73 + 0.00) = 66.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.28	0.00	-8.55	0.00	0.00	0.00	-4.76	61.97*
-90	90	0.00	75.28	0.00	-8.55	0.00	0.00	0.00	0.00	66.73

* Bright Zone !

Segment Leq : 66.73 dBA

Results segment # 5: Parallel Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	0.86 !	2.86

ROAD (0.00 + 41.22 + 0.00) = 41.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.81	0.00	-2.86	0.00	0.00	0.00	-6.73	41.22

Segment Leq : 41.22 dBA

Results segment # 6: Lambton Rd (night)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.59 !	4.50 !	1.71 !	3.71

ROAD (0.00 + 41.23 + 0.00) = 41.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-6.30	0.00	0.00	0.00	-5.02	41.23

Segment Leq : 41.23 dBA

Results segment # 7: Fazio Dr. (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.83	!	4.50	!	1.90	!	3.90

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.81	0.00	-4.57	0.00	0.00	0.00	-4.98	41.26*
-90	90	0.00	50.81	0.00	-4.57	0.00	0.00	0.00	0.00	46.24

* Bright Zone !

Segment Leq : 46.24 dBA

Total Leq All Segments: 72.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.25
(NIGHT): 72.08

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10439/916 veh/TimePeriod *
Medium truck volume : 81/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12873/1273 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 47.07 + 0.00) = 47.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.60	0.00	-15.08	-1.46	0.00	0.00	0.00	47.07

Segment Leq : 47.07 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 44.16 + 0.00) = 44.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.62	0.00	-19.01	-1.46	0.00	0.00	0.00	44.16

Segment Leq : 44.16 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.07 + 0.00) = 64.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.11	0.00	-16.63	-1.41	0.00	0.00	0.00	64.07

Segment Leq : 64.07 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

ROAD (0.00 + 60.38 + 0.00) = 60.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.25	0.00	-17.45	-1.42	0.00	0.00	0.00	60.38

Segment Leq : 60.38 dBA

Total Leq All Segments: 65.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 39.76 + 0.00) = 39.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.11	0.00	-14.90	-1.46	0.00	0.00	0.00	39.76

Segment Leq : 39.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 37.28 + 0.00) = 37.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.64	0.00	-18.90	-1.46	0.00	0.00	0.00	37.28

Segment Leq : 37.28 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.36 + 0.00) = 60.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.26	0.00	-16.49	-1.41	0.00	0.00	0.00	60.36

Segment Leq : 60.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

ROAD (0.00 + 56.53 + 0.00) = 56.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	75.28	0.00	-17.33	-1.42	0.00	0.00	0.00	56.53

Segment Leq : 56.53 dBA

Total Leq All Segments: 61.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.71
(NIGHT): 61.91

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 10439/916 veh/TimePeriod *
Medium truck volume : 81/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11489
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 295.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 12873/1273 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.50 / 352.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 16596/1307 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 40.56 + 0.00) = 40.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.60	0.00	-21.59	-1.46	0.00	0.00	0.00	40.56

Segment Leq : 40.56 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 40.33 + 0.00) = 40.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.62	0.00	-22.84	-1.46	0.00	0.00	0.00	40.33

Segment Leq : 40.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.52	2.52

ROAD (0.00 + 50.16 + 0.00) = 50.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.11	0.00	-15.35	-0.42	0.00	0.00	-16.18	50.16

Segment Leq : 50.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	2.36	2.36

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.25	0.00	-15.67	-0.43	0.00	0.00	-16.31	46.84

Segment Leq : 46.84 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 57.30 + 0.00) = 57.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.26	0.00	-4.96	0.00	0.00	0.00	0.00	57.30

Segment Leq : 57.30 dBA

Total Leq All Segments: 58.52 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.18 + 0.00) = 34.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.11	0.00	-20.59	-1.34	0.00	0.00	0.00	34.18

Segment Leq : 34.18 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 34.50 + 0.00) = 34.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.64	0.00	-21.80	-1.34	0.00	0.00	0.00	34.50

Segment Leq : 34.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.58	2.58

ROAD (0.00 + 47.91 + 0.00) = 47.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.26	0.00	-14.06	-0.18	0.00	0.00	-16.11	47.91

Segment Leq : 47.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.24 !	4.50 !	2.41 !	2.41

ROAD (0.00 + 44.45 + 0.00) = 44.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.28	0.00	-14.38	-0.19	0.00	0.00	-16.25	44.45

Segment Leq : 44.45 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.02 + 0.00) = 52.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.23	0.00	-2.22	0.00	0.00	0.00	0.00	52.02

Segment Leq : 52.02 dBA

Total Leq All Segments: 54.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.52
(NIGHT): 54.05

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8574/732 veh/TimePeriod
Medium truck volume : 76/6 veh/TimePeriod
Heavy truck volume : 37/3 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12873/1273 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 91.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 16596/1307 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.40 + 0.00) = 39.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-22.01	-1.46	0.00	0.00	0.00	39.40

Segment Leq : 39.40 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.82 + 0.00) = 39.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.62	0.00	-23.35	-1.46	0.00	0.00	0.00	39.82

Segment Leq : 39.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.51	2.51

ROAD (0.00 + 49.83 + 0.00) = 49.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.11	0.00	-15.68	-0.42	0.00	0.00	-16.18	49.83

Segment Leq : 49.83 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	2.35	2.35

ROAD (0.00 + 46.52 + 0.00) = 46.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.25	0.00	-15.99	-0.43	0.00	0.00	-16.31	46.52

Segment Leq : 46.52 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.26	0.00	-6.70	-1.46	0.00	0.00	0.00	54.10

Segment Leq : 54.10 dBA

Total Leq All Segments: 56.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.12	0.00	-21.16	-1.34	0.00	0.00	0.00	32.62

Segment Leq : 32.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.88 + 0.00) = 33.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.64	0.00	-22.42	-1.34	0.00	0.00	0.00	33.88

Segment Leq : 33.88 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.56	2.56

ROAD (0.00 + 47.46 + 0.00) = 47.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.26	0.00	-14.50	-0.18	0.00	0.00	-16.13	47.46

Segment Leq : 47.46 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.24 !	4.50 !	2.39 !	2.39

ROAD (0.00 + 44.04 + 0.00) = 44.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.28	0.00	-14.78	-0.19	0.00	0.00	-16.26	44.04

Segment Leq : 44.04 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.23	0.00	-4.08	-1.35	0.00	0.00	0.00	48.79

Segment Leq : 48.79 dBA

Total Leq All Segments: 52.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.19
(NIGHT): 52.07

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15746/1253 veh/TimePeriod *
Medium truck volume : 52/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17084
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 92.63

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6730/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15534/3204 veh/TimePeriod *
Medium truck volume : 1000/206 veh/TimePeriod *
Heavy truck volume : 8229/1697 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.04
Heavy Truck % of Total Volume : 33.23
Day (16 hrs) % of Total Volume : 82.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11589/2323 veh/TimePeriod *
Medium truck volume : 589/118 veh/TimePeriod *
Heavy truck volume : 4087/819 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19526
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 25.13
Day (16 hrs) % of Total Volume : 83.30

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 16596/1307 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 41.14 + 0.00) = 41.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.78	0.00	-22.19	-1.46	0.00	0.00	0.00	41.14

Segment Leq : 41.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.76 + 0.00) = 35.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.57	0.00	-23.35	-1.46	0.00	0.00	0.00	35.76

Segment Leq : 35.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.45	2.45

ROAD (0.00 + 53.09 + 0.00) = 53.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.11	0.00	-18.96	-0.97	0.00	0.00	-9.09	53.09

Segment Leq : 53.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.24	1.50	2.29	2.29

ROAD (0.00 + 49.35 + 0.00) = 49.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	79.25	0.00	-19.35	-0.98	0.00	0.00	-9.58	49.35

Segment Leq : 49.35 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 0.50 m

ROAD (0.00 + 48.16 + 0.00) = 48.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-14.87	-1.46	0.00	0.00	0.00	48.16

Segment Leq : 48.16 dBA

Total Leq All Segments: 55.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 34.03 + 0.00) = 34.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.77	0.00	-21.39	-1.35	0.00	0.00	0.00	34.03

Segment Leq : 34.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 27.79 + 0.00) = 27.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.70	0.00	-22.56	-1.35	0.00	0.00	0.00	27.79

Segment Leq : 27.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.50	2.50

ROAD (0.00 + 50.77 + 0.00) = 50.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.26	0.00	-17.78	-0.78	0.00	0.00	-8.93	50.77

Segment Leq : 50.77 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.24 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.24 !	4.50 !	2.33 !	2.33

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	75.28	0.00	-18.15	-0.79	0.00	0.00	-9.44	46.90

Segment Leq : 46.90 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 0.50 m

ROAD (0.00 + 40.54 + 0.00) = 40.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.46	0.00	-14.56	-1.35	0.00	0.00	0.00	40.54

Segment Leq : 40.54 dBA

Total Leq All Segments: 52.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.71
(NIGHT): 52.62

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15746/1253 veh/TimePeriod *
Medium truck volume : 52/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17084
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 92.63

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6730/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3881/554 veh/TimePeriod *
Medium truck volume : 13/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 87.50

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7150/1413 veh/TimePeriod *
Medium truck volume : 52/10 veh/TimePeriod *
Heavy truck volume : 122/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8772
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.67
Day (16 hrs) % of Total Volume : 83.50
    
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 47.05 + 0.00) = 47.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.78	0.00	-16.28	-1.46	0.00	0.00	0.00	47.05

Segment Leq : 47.05 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.57 + 0.00) = 39.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.57	0.00	-19.54	-1.46	0.00	0.00	0.00	39.57

Segment Leq : 39.57 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.40 + 0.00) = 62.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.25	0.00	-17.44	-1.41	0.00	0.00	0.00	62.40

Segment Leq : 62.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.60	0.00	-18.20	-1.42	0.00	0.00	0.00	58.98

Segment Leq : 58.98 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.67	0.00	-18.92	-1.46	0.00	0.00	0.00	38.30

Segment Leq : 38.30 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.14 m

ROAD (0.00 + 45.09 + 0.00) = 45.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.69	0.00	-17.15	-1.46	0.00	0.00	0.00	45.09

Segment Leq : 45.09 dBA

Total Leq All Segments: 64.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.77	0.00	-15.80	-1.35	0.00	0.00	0.00	39.63

Segment Leq : 39.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.42 + 0.00) = 31.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.70	0.00	-18.92	-1.35	0.00	0.00	0.00	31.42

Segment Leq : 31.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.37 + 0.00) = 59.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.22	0.00	-16.60	-1.25	0.00	0.00	0.00	59.37

Segment Leq : 59.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

ROAD (0.00 + 56.35 + 0.00) = 56.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.90	0.00	-17.30	-1.26	0.00	0.00	0.00	56.35

Segment Leq : 56.35 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 33.66 + 0.00) = 33.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.29	0.00	-18.28	-1.35	0.00	0.00	0.00	33.66

Segment Leq : 33.66 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.13 m

ROAD (0.00 + 41.87 + 0.00) = 41.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.65	0.00	-16.46	-1.32	0.00	0.00	0.00	41.87

Segment Leq : 41.87 dBA

Total Leq All Segments: 61.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.20
(NIGHT): 61.22

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15746/1253 veh/TimePeriod *
Medium truck volume : 52/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17084
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 92.63

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6730/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3881/554 veh/TimePeriod *
Medium truck volume : 13/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 87.50

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7150/1413 veh/TimePeriod *
Medium truck volume : 52/10 veh/TimePeriod *
Heavy truck volume : 122/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8772
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.67
Day (16 hrs) % of Total Volume : 83.50

```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.64 m

ROAD (0.00 + 46.95 + 0.00) = 46.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.78	0.00	-16.38	-1.46	0.00	0.00	0.00	46.95

Segment Leq : 46.95 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.57	0.00	-18.83	-1.46	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.56 + 0.00) = 62.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.25	0.00	-17.28	-1.41	0.00	0.00	0.00	62.56

Segment Leq : 62.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

ROAD (0.00 + 59.17 + 0.00) = 59.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.60	0.00	-18.01	-1.42	0.00	0.00	0.00	59.17

Segment Leq : 59.17 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 38.66 + 0.00) = 38.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.67	0.00	-18.56	-1.46	0.00	0.00	0.00	38.66

Segment Leq : 38.66 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.14 m

ROAD (0.00 + 44.96 + 0.00) = 44.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.69	0.00	-17.28	-1.46	0.00	0.00	0.00	44.96

Segment Leq : 44.96 dBA

Total Leq All Segments: 64.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 39.53 + 0.00) = 39.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.77	0.00	-15.89	-1.35	0.00	0.00	0.00	39.53

Segment Leq : 39.53 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.09 + 0.00) = 32.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.70	0.00	-18.25	-1.35	0.00	0.00	0.00	32.09

Segment Leq : 32.09 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.52 + 0.00) = 59.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.22	0.00	-16.44	-1.25	0.00	0.00	0.00	59.52

Segment Leq : 59.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

ROAD (0.00 + 56.52 + 0.00) = 56.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.90	0.00	-17.13	-1.26	0.00	0.00	0.00	56.52

Segment Leq : 56.52 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 34.00 + 0.00) = 34.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.29	0.00	-17.94	-1.35	0.00	0.00	0.00	34.00

Segment Leq : 34.00 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.13 m

ROAD (0.00 + 41.75 + 0.00) = 41.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.65	0.00	-16.58	-1.32	0.00	0.00	0.00	41.75

Segment Leq : 41.75 dBA

Total Leq All Segments: 61.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.36
(NIGHT): 61.37

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8984/645 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 126/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.37
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13078/1518 veh/TimePeriod *
Medium truck volume : 47/5 veh/TimePeriod *
Heavy truck volume : 24/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 89.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

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-----
Car traffic volume : 16353/1212 veh/TimePeriod *
Medium truck volume : 89/7 veh/TimePeriod *
Heavy truck volume : 45/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17708
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.10

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.08 m

ROAD (0.00 + 44.01 + 0.00) = 44.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.34	0.00	-18.87	-1.46	0.00	0.00	0.00	44.01

Segment Leq : 44.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 41.17 + 0.00) = 41.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.01	0.00	-21.39	-1.46	0.00	0.00	0.00	41.17

Segment Leq : 41.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 50.89 + 0.00) = 50.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.25	0.00	-14.57	-0.57	0.00	0.00	-15.22	50.89

Segment Leq : 50.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 47.69 + 0.00) = 47.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-15.00	-0.57	0.00	0.00	-15.33	47.69

Segment Leq : 47.69 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 37.49 + 0.00) = 37.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.14	0.00	-21.20	-1.46	0.00	0.00	0.00	37.49

Segment Leq : 37.49 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.61 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.12	0.00	-19.12	-1.46	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.72 m

ROAD (0.00 + 56.03 + 0.00) = 56.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-5.68	-1.46	0.00	0.00	0.00	56.03

Segment Leq : 56.03 dBA

Total Leq All Segments: 58.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.08 m

ROAD (0.00 + 36.77 + 0.00) = 36.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.92	0.00	-17.82	-1.32	0.00	0.00	0.00	36.77

Segment Leq : 36.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 35.90 + 0.00) = 35.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.68	0.00	-20.43	-1.35	0.00	0.00	0.00	35.90

Segment Leq : 35.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 48.39 + 0.00) = 48.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.22	0.00	-13.41	-0.34	0.00	0.00	-15.08	48.39

Segment Leq : 48.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.52	2.52

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.90	0.00	-13.80	-0.35	0.00	0.00	-15.21	45.55

Segment Leq : 45.55 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 34.09 + 0.00) = 34.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.75	0.00	-20.31	-1.35	0.00	0.00	0.00	34.09

Segment Leq : 34.09 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.55 m

ROAD (0.00 + 36.23 + 0.00) = 36.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.89	0.00	-18.31	-1.35	0.00	0.00	0.00	36.23

Segment Leq : 36.23 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.70 m

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.84	0.00	-2.33	-1.34	0.00	0.00	0.00	51.17

Segment Leq : 51.17 dBA

Total Leq All Segments: 54.00 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.02
(NIGHT): 54.00

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8984/645 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 126/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 1.37
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13078/1518 veh/TimePeriod *
Medium truck volume : 47/5 veh/TimePeriod *
Heavy truck volume : 24/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 89.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 16353/1212 veh/TimePeriod *
Medium truck volume : 89/7 veh/TimePeriod *
Heavy truck volume : 45/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17708
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.10
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.08 m

ROAD (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.34	0.00	-17.27	-1.46	0.00	0.00	0.00	45.61

Segment Leq : 45.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.01	0.00	-20.15	-1.46	0.00	0.00	0.00	42.41

Segment Leq : 42.41 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.57	2.57

ROAD (0.00 + 51.98 + 0.00) = 51.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.25	0.00	-13.53	-0.57	0.00	0.00	-15.18	51.98

Segment Leq : 51.98 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.48	2.48

ROAD (0.00 + 48.71 + 0.00) = 48.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-14.02	-0.57	0.00	0.00	-15.30	48.71

Segment Leq : 48.71 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 38.73 + 0.00) = 38.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.14	0.00	-19.95	-1.46	0.00	0.00	0.00	38.73

Segment Leq : 38.73 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.61 m

ROAD (0.00 + 40.09 + 0.00) = 40.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.12	0.00	-17.58	-1.46	0.00	0.00	0.00	40.09

Segment Leq : 40.09 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.72 m

ROAD (0.00 + 56.03 + 0.00) = 56.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-5.68	-1.46	0.00	0.00	0.00	56.03

Segment Leq : 56.03 dBA

Total Leq All Segments: 58.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.08 m

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.92	0.00	-16.29	-1.32	0.00	0.00	0.00	38.30

Segment Leq : 38.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 37.15 + 0.00) = 37.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.68	0.00	-19.19	-1.35	0.00	0.00	0.00	37.15

Segment Leq : 37.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.66	2.66

ROAD (0.00 + 49.47 + 0.00) = 49.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.22	0.00	-12.40	-0.34	0.00	0.00	-15.01	49.47

Segment Leq : 49.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.57	2.57

ROAD (0.00 + 46.54 + 0.00) = 46.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.90	0.00	-12.86	-0.35	0.00	0.00	-15.15	46.54

Segment Leq : 46.54 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 35.34 + 0.00) = 35.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.75	0.00	-19.05	-1.35	0.00	0.00	0.00	35.34

Segment Leq : 35.34 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.55 m

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.89	0.00	-16.68	-1.35	0.00	0.00	0.00	37.86

Segment Leq : 37.86 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.70 m

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.84	0.00	-2.33	-1.34	0.00	0.00	0.00	51.17

Segment Leq : 51.17 dBA

Total Leq All Segments: 54.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.48
(NIGHT): 54.56

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 16353/1212 veh/TimePeriod *
Medium truck volume : 89/7 veh/TimePeriod *
Heavy truck volume : 45/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17708
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 119.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 4368/1058 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.28
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 56.96 + 0.00) = 56.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.23	0.00	-6.27	0.00	0.00	0.00	0.00	56.96

Segment Leq : 56.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 53.28 + 0.00) = 53.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-9.65	0.00	0.00	0.00	0.00	53.28

Segment Leq : 53.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 58.61 + 0.00) = 58.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.25	0.00	-7.71	0.00	0.00	0.00	-14.93	58.61

Segment Leq : 58.61 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.64	2.64

ROAD (0.00 + 54.97 + 0.00) = 54.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.60	0.00	-8.51	0.00	0.00	0.00	-15.11	54.97

Segment Leq : 54.97 dBA

Results segment # 5: Cousineau (day)

Source height = 0.72 m

ROAD (0.00 + 58.81 + 0.00) = 58.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.17	0.00	-4.37	0.00	0.00	0.00	0.00	58.81

Segment Leq : 58.81 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 36.60 + 0.00) = 36.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.14	0.00	-8.90	0.00	0.00	0.00	-14.64	36.60

Segment Leq : 36.60 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.70	0.70

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.12	0.00	-7.15	0.00	0.00	0.00	-13.94	38.03

Segment Leq : 38.03 dBA

Total Leq All Segments: 64.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-6.47	0.00	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 44.66 + 0.00) = 44.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-9.75	0.00	0.00	0.00	0.00	44.66

Segment Leq : 44.66 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 54.78 + 0.00) = 54.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.22	0.00	-7.85	0.00	0.00	0.00	-14.58	54.78

Segment Leq : 54.78 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.79	2.79

ROAD (0.00 + 51.44 + 0.00) = 51.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.90	0.00	-8.63	0.00	0.00	0.00	-14.83	51.44

Segment Leq : 51.44 dBA

Results segment # 5: Cousineau (night)

Source height = 0.70 m

ROAD (0.00 + 51.16 + 0.00) = 51.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.84	0.00	-3.68	0.00	0.00	0.00	0.00	51.16

Segment Leq : 51.16 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.59	0.59

ROAD (0.00 + 32.26 + 0.00) = 32.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.75	0.00	-9.01	0.00	0.00	0.00	-14.48	32.26

Segment Leq : 32.26 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.55 ! 4.50 ! 0.71 ! 0.71

ROAD (0.00 + 34.77 + 0.00) = 34.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.89	0.00	-7.31	0.00	0.00	0.00	-13.81	34.77

Segment Leq : 34.77 dBA

Total Leq All Segments: 58.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.02
(NIGHT): 58.39

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9428/1863 veh/TimePeriod *
Medium truck volume : 816/161 veh/TimePeriod *
Heavy truck volume : 6892/1362 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 40.22
Day (16 hrs) % of Total Volume : 83.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8188/1749 veh/TimePeriod *
Medium truck volume : 506/108 veh/TimePeriod *
Heavy truck volume : 3587/766 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14904
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.12
Heavy Truck % of Total Volume : 29.21
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 16353/1212 veh/TimePeriod *
Medium truck volume : 89/7 veh/TimePeriod *
Heavy truck volume : 45/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17708
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 6105/1111 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 84.60

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

```

-----
Car traffic volume : 4359/1056 veh/TimePeriod *
Medium truck volume : 21/5 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 80.50
  
```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 38.50 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 34.30 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 61.67 + 0.00) = 61.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.23	0.00	-1.56	0.00	0.00	0.00	0.00	61.67

Segment Leq : 61.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 55.64 + 0.00) = 55.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-7.30	0.00	0.00	0.00	0.00	55.64

Segment Leq : 55.64 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 62.09 + 0.00) = 62.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.25	0.00	-4.72	0.00	0.00	0.00	-14.44	62.09

Segment Leq : 62.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.87	2.87

ROAD (0.00 + 57.57 + 0.00) = 57.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.60	0.00	-6.20	0.00	0.00	0.00	-14.83	57.57

Segment Leq : 57.57 dBA

Results segment # 5: Cousineau (day)

Source height = 0.72 m

ROAD (0.00 + 58.81 + 0.00) = 58.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.17	0.00	-4.37	0.00	0.00	0.00	0.00	58.81

Segment Leq : 58.81 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.60	0.60

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.14	0.00	-6.61	0.00	0.00	0.00	-14.15	39.37

Segment Leq : 39.37 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	1.06	1.06

ROAD (0.00 + 44.17 + 0.00) = 44.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.22	0.00	-4.09	0.00	0.00	0.00	-10.96	44.17

Segment Leq : 44.17 dBA

Total Leq All Segments: 66.83 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.77	0.00	-2.13	0.00	0.00	0.00	0.00	53.63

Segment Leq : 53.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 46.95 + 0.00) = 46.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-7.46	0.00	0.00	0.00	0.00	46.95

Segment Leq : 46.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 58.47 + 0.00) = 58.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.22	0.00	-5.01	0.00	0.00	0.00	-13.74	58.47

Segment Leq : 58.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	3.10	3.10

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.90	0.00	-6.40	0.00	0.00	0.00	-14.34	54.16

Segment Leq : 54.16 dBA

Results segment # 5: Cousineau (night)

Source height = 0.70 m

ROAD (0.00 + 51.16 + 0.00) = 51.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.84	0.00	-3.68	0.00	0.00	0.00	0.00	51.16

Segment Leq : 51.16 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.68	0.68

ROAD (0.00 + 35.09 + 0.00) = 35.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.75	0.00	-6.80	0.00	0.00	0.00	-13.86	35.09

Segment Leq : 35.09 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.55 ! 4.50 ! 1.36 ! 1.36

ROAD (0.00 + 41.95 + 0.00) = 41.95 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 55.99 0.00 -4.13 0.00 0.00 0.00 -9.91 41.95
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 41.95 dBA

Total Leq All Segments: 61.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.83
(NIGHT): 61.44

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

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-----
Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-11.26	-1.46	0.00	0.00	0.00	50.51

Segment Leq : 50.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-15.54	-1.46	0.00	0.00	0.00	45.94

Segment Leq : 45.94 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 67.55 + 0.00) = 67.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.79	0.00	-12.82	-1.41	0.00	0.00	0.00	67.55

Segment Leq : 67.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

ROAD (0.00 + 64.55 + 0.00) = 64.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.09	0.00	-14.13	-1.42	0.00	0.00	0.00	64.55

Segment Leq : 64.55 dBA

Total Leq All Segments: 69.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.77	0.00	-10.99	-1.32	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 38.06 + 0.00) = 38.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.40	0.00	-15.01	-1.33	0.00	0.00	0.00	38.06

Segment Leq : 38.06 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 64.47 + 0.00) = 64.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.06	0.00	-12.33	-1.25	0.00	0.00	0.00	64.47

Segment Leq : 64.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

ROAD (0.00 + 61.95 + 0.00) = 61.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.75	0.00	-13.53	-1.26	0.00	0.00	0.00	61.95

Segment Leq : 61.95 dBA

Total Leq All Segments: 66.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.39
(NIGHT): 66.43

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 57.67 + 0.00) = 57.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-4.10	-1.46	0.00	0.00	0.00	57.67

Segment Leq : 57.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-12.38	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 72.20 + 0.00) = 72.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.79	0.00	-8.17	-1.41	0.00	0.00	0.00	72.20

Segment Leq : 72.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

ROAD (0.00 + 68.20 + 0.00) = 68.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.09	0.00	-10.48	-1.42	0.00	0.00	0.00	68.20

Segment Leq : 68.20 dBA

Total Leq All Segments: 73.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.77	0.00	-4.64	-1.32	0.00	0.00	0.00	49.81

Segment Leq : 49.81 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 41.00 + 0.00) = 41.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.40	0.00	-12.07	-1.33	0.00	0.00	0.00	41.00

Segment Leq : 41.00 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 68.67 + 0.00) = 68.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.06	0.00	-8.13	-1.25	0.00	0.00	0.00	68.67

Segment Leq : 68.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

ROAD (0.00 + 65.29 + 0.00) = 65.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.75	0.00	-10.20	-1.26	0.00	0.00	0.00	65.29

Segment Leq : 65.29 dBA

Total Leq All Segments: 70.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 73.78
(NIGHT): 70.35

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 25291/1992 veh/TimePeriod *
Medium truck volume : 356/28 veh/TimePeriod *
Heavy truck volume : 178/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 51.96 + 0.00) = 51.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-9.81	-1.46	0.00	0.00	0.00	51.96

Segment Leq : 51.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 41.87 + 0.00) = 41.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-19.60	-1.46	0.00	0.00	0.00	41.87

Segment Leq : 41.87 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 54.96 + 0.00) = 54.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.79	0.00	-11.19	-0.57	0.00	0.00	-15.07	54.96

Segment Leq : 54.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.53	2.53

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.09	0.00	-11.93	-0.58	0.00	0.00	-15.26	52.32

Segment Leq : 52.32 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.18	0.00	-9.23	-1.46	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 60.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 44.14 + 0.00) = 44.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.77	0.00	-10.17	-1.46	0.00	0.00	0.00	44.14

Segment Leq : 44.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.25 + 0.00) = 33.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.40	0.00	-19.70	-1.46	0.00	0.00	0.00	33.25

Segment Leq : 33.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.66	2.66

ROAD (0.00 + 51.11 + 0.00) = 51.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.06	0.00	-11.32	-0.57	0.00	0.00	-15.07	51.11

Segment Leq : 51.11 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.52	!	2.52

ROAD (0.00 + 48.86 + 0.00) = 48.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.75	0.00	-12.04	-0.58	0.00	0.00	-15.27	48.86

Segment Leq : 48.86 dBA

Results segment # 5: Howard (night)

Source height = 0.91 m

ROAD (0.00 + 49.07 + 0.00) = 49.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.15	0.00	-9.62	-1.46	0.00	0.00	0.00	49.07

Segment Leq : 49.07 dBA

Total Leq All Segments: 54.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.85
(NIGHT): 54.98

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5607/508 veh/TimePeriod *
Medium truck volume : 59/5 veh/TimePeriod *
Heavy truck volume : 123/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 2.12
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6905/496 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 62/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7599
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 93.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12638/2926 veh/TimePeriod *
Medium truck volume : 690/160 veh/TimePeriod *
Heavy truck volume : 5025/1163 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22602
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 27.38
Day (16 hrs) % of Total Volume : 81.20

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 25291/1992 veh/TimePeriod *
Medium truck volume : 356/28 veh/TimePeriod *
Heavy truck volume : 178/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 52.34 + 0.00) = 52.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.23	0.00	-9.43	-1.46	0.00	0.00	0.00	52.34

Segment Leq : 52.34 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 42.10 + 0.00) = 42.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-19.38	-1.46	0.00	0.00	0.00	42.10

Segment Leq : 42.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.79	0.00	-11.02	-0.57	0.00	0.00	-15.05	55.14

Segment Leq : 55.14 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.53	2.53

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.09	0.00	-11.78	-0.58	0.00	0.00	-15.25	52.48

Segment Leq : 52.48 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.18	0.00	-9.23	-1.46	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 60.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.20 m

ROAD (0.00 + 44.50 + 0.00) = 44.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.77	0.00	-9.81	-1.46	0.00	0.00	0.00	44.50

Segment Leq : 44.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.47 + 0.00) = 33.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.40	0.00	-19.47	-1.46	0.00	0.00	0.00	33.47

Segment Leq : 33.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.06	0.00	-11.15	-0.57	0.00	0.00	-15.06	51.28

Segment Leq : 51.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.53	2.53

ROAD (0.00 + 49.02 + 0.00) = 49.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.75	0.00	-11.89	-0.58	0.00	0.00	-15.26	49.02

Segment Leq : 49.02 dBA

Results segment # 5: Howard (night)

Source height = 0.91 m

ROAD (0.00 + 49.07 + 0.00) = 49.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.15	0.00	-9.62	-1.46	0.00	0.00	0.00	49.07

Segment Leq : 49.07 dBA

Total Leq All Segments: 55.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.98
(NIGHT): 55.12

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11713/1060 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13523/894 veh/TimePeriod *
Medium truck volume : 198/13 veh/TimePeriod *
Heavy truck volume : 98/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.71
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13104/2780 veh/TimePeriod *
Medium truck volume : 921/195 veh/TimePeriod *
Heavy truck volume : 7699/1633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.44
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5481/1628 veh/TimePeriod *
Medium truck volume : 512/152 veh/TimePeriod *
Heavy truck volume : 4296/1276 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.98
Heavy Truck % of Total Volume : 41.75
Day (16 hrs) % of Total Volume : 77.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 8048/1108 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9328
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.23
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 25291/1992 veh/TimePeriod *
Medium truck volume : 356/28 veh/TimePeriod *
Heavy truck volume : 178/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 58.13 + 0.00) = 58.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-6.60	0.00	0.00	0.00	0.00	58.13

Segment Leq : 58.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 53.06 + 0.00) = 53.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-12.45	0.00	0.00	0.00	0.00	53.06

Segment Leq : 53.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 64.74 + 0.00) = 64.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.79	0.00	-8.26	0.00	0.00	0.00	-8.79	64.74

Segment Leq : 64.74 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 61.35 + 0.00) = 61.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-8.98	0.00	0.00	0.00	-8.85	61.35

Segment Leq : 61.35 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.05	0.00	-9.63	0.00	0.00	0.00	-15.39	38.03

Segment Leq : 38.03 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.91 m

ROAD (0.00 + 59.11 + 0.00) = 59.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.18	0.00	-9.07	0.00	0.00	0.00	0.00	59.11

Segment Leq : 59.11 dBA

Total Leq All Segments: 67.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 52.05 + 0.00) = 52.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.32	0.00	-5.27	0.00	0.00	0.00	0.00	52.05

Segment Leq : 52.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.49 + 0.00) = 44.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.64	0.00	-12.16	0.00	0.00	0.00	0.00	44.49

Segment Leq : 44.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 62.67 + 0.00) = 62.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.06	0.00	-7.40	0.00	0.00	0.00	-7.99	62.67

Segment Leq : 62.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 60.44 + 0.00) = 60.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.92	0.00	-8.26	0.00	0.00	0.00	-8.22	60.44

Segment Leq : 60.44 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.00	!	1.00

ROAD (0.00 + 33.11 + 0.00) = 33.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-9.02	0.00	0.00	0.00	-15.31	33.11

Segment Leq : 33.11 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.91 m

ROAD (0.00 + 51.15 + 0.00) = 51.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.15	0.00	-8.99	0.00	0.00	0.00	0.00	51.15

Segment Leq : 51.15 dBA

Total Leq All Segments: 65.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.79
(NIGHT): 65.15

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: 401NB off rp (day/night)

Car traffic volume : 14633/3040 veh/TimePeriod *
Medium truck volume : 726/151 veh/TimePeriod *
Heavy truck volume : 5095/1058 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24704
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.55
Heavy Truck % of Total Volume : 24.91
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 1: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 401SB On Rp (day/night)

```

-----
Car traffic volume : 13617/2929 veh/TimePeriod *
Medium truck volume : 921/198 veh/TimePeriod *
Heavy truck volume : 7654/1646 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26965
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.15
Heavy Truck % of Total Volume : 34.49
Day (16 hrs) % of Total Volume : 82.30

```

Data for Segment # 2: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: 401NB off rp (day)

Source height = 2.23 m

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.21	0.00	-14.91	-1.42	0.00	0.00	0.00	63.88

Segment Leq : 63.88 dBA

Results segment # 2: 401SB On Rp (day)

Source height = 2.40 m

ROAD (0.00 + 66.43 + 0.00) = 66.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.77	0.00	-13.93	-1.41	0.00	0.00	0.00	66.43

Segment Leq : 66.43 dBA

Total Leq All Segments: 68.35 dBA

Results segment # 1: 401NB off rp (night)

Source height = 2.23 m

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.40	0.00	-14.25	-1.26	0.00	0.00	0.00	60.88

Segment Leq : 60.88 dBA

Results segment # 2: 401SB On Rp (night)

Source height = 2.40 m

ROAD (0.00 + 63.51 + 0.00) = 63.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.11	0.00	-13.35	-1.25	0.00	0.00	0.00	63.51

Segment Leq : 63.51 dBA

Total Leq All Segments: 65.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.35
(NIGHT): 65.40

**APPENDIX B.2.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1A 2035**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 36918/3518 veh/TimePeriod *
Medium truck volume : 455/43 veh/TimePeriod *
Heavy truck volume : 229/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 41185
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.10 0.00 -11.03 0.00 0.00 0.00 -13.58 32.49
-----
  
```

Segment Leq : 32.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 46.82 + 0.00) = 46.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.63	0.00	-7.67	-1.24	0.00	0.00	-13.91	46.82

Segment Leq : 46.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.95	0.00	-9.05	0.00	0.00	0.00	-16.72	57.18

Segment Leq : 57.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.84	2.84

ROAD (0.00 + 54.48 + 0.00) = 54.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.26	0.00	0.00	0.00	-16.68	54.48

Segment Leq : 54.48 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.85	1.50	-0.49	1.51

ROAD (0.00 + 46.03 + 0.00) = 46.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-11.16	0.00	0.00	0.00	-13.51	46.03

Segment Leq : 46.03 dBA

Total Leq All Segments: 59.51 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.43 + 0.00) = 38.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	-4.96	33.47*
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	0.00	38.43

* Bright Zone !

Segment Leq : 38.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	2.42	4.42

ROAD (0.00 + 49.56 + 0.00) = 49.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.44	0.00	-6.81	-1.07	0.00	0.00	-5.00	49.56

Segment Leq : 49.56 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 54.67 + 0.00) = 54.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-8.79	0.00	0.00	0.00	-16.56	54.67

Segment Leq : 54.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-8.04	0.00	0.00	0.00	-16.48	53.59

Segment Leq : 53.59 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.85 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.85 ! 4.50 ! 2.54 ! 4.54

ROAD (0.00 + 54.59 + 0.00) = 54.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-11.00	0.00	0.00	0.00	99.00	153.59
-90	90	0.00	65.59	0.00	-11.00	0.00	0.00	0.00	0.00	54.59

* Bright Zone !

Segment Leq : 54.59 dBA

Total Leq All Segments: 59.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.51
(NIGHT): 59.57

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 36918/3518 veh/TimePeriod *
Medium truck volume : 455/43 veh/TimePeriod *
Heavy truck volume : 229/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 41185
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.10 0.00 -11.03 0.00 0.00 0.00 -13.58 32.49
-----
  
```

Segment Leq : 32.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 46.82 + 0.00) = 46.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.63	0.00	-7.67	-1.24	0.00	0.00	-13.91	46.82

Segment Leq : 46.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.95	0.00	-9.05	0.00	0.00	0.00	-16.72	57.18

Segment Leq : 57.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.84	2.84

ROAD (0.00 + 54.48 + 0.00) = 54.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.26	0.00	0.00	0.00	-16.68	54.48

Segment Leq : 54.48 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.85	1.50	-0.49	1.51

ROAD (0.00 + 46.64 + 0.00) = 46.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-10.54	0.00	0.00	0.00	-13.51	46.64

Segment Leq : 46.64 dBA

Total Leq All Segments: 59.54 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.43 + 0.00) = 38.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	-4.96	33.47*
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	0.00	38.43

* Bright Zone !

Segment Leq : 38.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	2.42	4.42

ROAD (0.00 + 49.56 + 0.00) = 49.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.44	0.00	-6.81	-1.07	0.00	0.00	-5.00	49.56

Segment Leq : 49.56 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 54.67 + 0.00) = 54.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-8.79	0.00	0.00	0.00	-16.56	54.67

Segment Leq : 54.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-8.04	0.00	0.00	0.00	-16.48	53.59

Segment Leq : 53.59 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.85 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.85 ! 4.50 ! 2.52 ! 4.52

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-10.41	0.00	0.00	0.00	99.00	154.18
-90	90	0.00	65.59	0.00	-10.41	0.00	0.00	0.00	0.00	55.18

* Bright Zone !

Segment Leq : 55.18 dBA

Total Leq All Segments: 59.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.54
(NIGHT): 59.77

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13111/1109 veh/TimePeriod *
Medium truck volume : 125/11 veh/TimePeriod *
Heavy truck volume : 63/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 26791/2489 veh/TimePeriod *
Medium truck volume : 250/23 veh/TimePeriod *
Heavy truck volume : 125/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 91.50

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 16.50 / 19.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 10128/1026 veh/TimePeriod *
Medium truck volume : 207/21 veh/TimePeriod *
Heavy truck volume : 103/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.98
Heavy Truck % of Total Volume : 0.99
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 42.51 + 0.00) = 42.51 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.81 0.00 -9.26 0.00 0.00 0.00 -13.04 42.51
-----
  
```

Segment Leq : 42.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.70 !	1.30

ROAD (0.00 + 51.44 + 0.00) = 51.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.89	0.00	-0.64	-1.24	0.00	0.00	-14.58	51.44

Segment Leq : 51.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.97 !	2.97

ROAD (0.00 + 59.16 + 0.00) = 59.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.95	0.00	-7.19	0.00	0.00	0.00	-16.60	59.16

Segment Leq : 59.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 56.87 + 0.00) = 56.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-6.06	0.00	0.00	0.00	-16.49	56.87

Segment Leq : 56.87 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 1.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.00	!	1.50	!	1.30	!	1.30

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.83	0.00	-2.98	0.00	0.00	0.00	-15.45	46.41

Segment Leq : 46.41 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.85 !	1.50 !	1.93 !	1.93

ROAD (0.00 + 47.91 + 0.00) = 47.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-8.23	0.00	0.00	0.00	-14.55	47.91

Segment Leq : 47.91 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 32.47 + 0.00) = 32.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-11.66	0.00	0.00	0.00	-12.97	32.47

Segment Leq : 32.47 dBA

Total Leq All Segments: 61.97 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	4.50	!	2.27	!	4.27

ROAD (0.00 + 42.65 + 0.00) = 42.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-9.36	0.00	0.00	0.00	-5.06	42.65

Segment Leq : 42.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	0.99	!	2.99

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.60	0.00	-1.65	-1.07	0.00	0.00	-8.98	48.90

Segment Leq : 48.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 56.28 + 0.00) = 56.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-7.35	0.00	0.00	0.00	-16.39	56.28

Segment Leq : 56.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.36	!	3.36

ROAD (0.00 + 55.63 + 0.00) = 55.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-6.27	0.00	0.00	0.00	-16.21	55.63

Segment Leq : 55.63 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.99 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.99	!	4.50	!	1.43	!	1.43

ROAD (0.00 + 39.44 + 0.00) = 39.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.85	0.00	-3.40	0.00	0.00	0.00	-15.01	39.44

Segment Leq : 39.44 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.85	!	4.50	!	1.98	!	1.98

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-8.36	0.00	0.00	0.00	-14.36	42.87

Segment Leq : 42.87 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	2.36	!	4.36

ROAD (0.00 + 32.65 + 0.00) = 32.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-11.72	0.00	0.00	0.00	-5.01	32.65

Segment Leq : 32.65 dBA

Total Leq All Segments: 59.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.97
(NIGHT): 59.62

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13111/1109 veh/TimePeriod *
Medium truck volume : 125/11 veh/TimePeriod *
Heavy truck volume : 63/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 26791/2489 veh/TimePeriod *
Medium truck volume : 250/23 veh/TimePeriod *
Heavy truck volume : 125/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 91.50

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 10128/1026 veh/TimePeriod *
Medium truck volume : 207/21 veh/TimePeriod *
Heavy truck volume : 103/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.98
Heavy Truck % of Total Volume : 0.99
Day (16 hrs) % of Total Volume : 90.80

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.50 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Parallel Rd (day/night)

```

-----
Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Parallel Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 220.00 / 223.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.53 ! 1.47
  
```

ROAD (0.00 + 42.51 + 0.00) = 42.51 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.81 0.00 -9.26 0.00 0.00 0.00 -13.04 42.51
-----
  
```

Segment Leq : 42.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.68 !	1.32

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.89	0.00	-1.40	-1.24	0.00	0.00	-14.37	50.88

Segment Leq : 50.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.02 !	3.02

ROAD (0.00 + 59.60 + 0.00) = 59.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.95	0.00	-6.78	0.00	0.00	0.00	-16.57	59.60

Segment Leq : 59.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.23	!	3.23

ROAD (0.00 + 57.47 + 0.00) = 57.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-5.52	0.00	0.00	0.00	-16.43	57.47

Segment Leq : 57.47 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 1.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.00	!	1.50	!	1.30	!	1.30

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.83	0.00	-2.98	0.00	0.00	0.00	-15.45	46.41

Segment Leq : 46.41 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.85 !	1.50 !	1.93 !	1.93

ROAD (0.00 + 47.91 + 0.00) = 47.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-8.23	0.00	0.00	0.00	-14.55	47.91

Segment Leq : 47.91 dBA

Results segment # 7: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 32.47 + 0.00) = 32.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-11.66	0.00	0.00	0.00	-12.97	32.47

Segment Leq : 32.47 dBA

Total Leq All Segments: 62.35 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.27 !	4.27

ROAD (0.00 + 42.65 + 0.00) = 42.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-9.36	0.00	0.00	0.00	-5.06	42.65

Segment Leq : 42.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	1.13 !	3.13

ROAD (0.00 + 48.89 + 0.00) = 48.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.60	0.00	-2.26	-1.07	0.00	0.00	-8.38	48.89

Segment Leq : 48.89 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-6.96	0.00	0.00	0.00	-16.33	56.73

Segment Leq : 56.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.48	!	3.48

ROAD (0.00 + 56.25 + 0.00) = 56.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-5.76	0.00	0.00	0.00	-16.10	56.25

Segment Leq : 56.25 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.99 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.99 !	4.50 !	1.43 !	1.43

ROAD (0.00 + 39.44 + 0.00) = 39.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.85	0.00	-3.40	0.00	0.00	0.00	-15.01	39.44

Segment Leq : 39.44 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.85 !	4.50 !	1.98 !	1.98

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-8.36	0.00	0.00	0.00	-14.36	42.87

Segment Leq : 42.87 dBA

Results segment # 7: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.36	4.36

ROAD (0.00 + 32.65 + 0.00) = 32.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-11.72	0.00	0.00	0.00	-5.01	32.65

Segment Leq : 32.65 dBA

Total Leq All Segments: 60.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.35
(NIGHT): 60.08

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12104/1024 veh/TimePeriod *
Medium truck volume : 95/8 veh/TimePeriod *
Heavy truck volume : 121/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13362
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.98
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12988/1379 veh/TimePeriod *
Medium truck volume : 121/13 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14568
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 90.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 2831/2610 veh/TimePeriod
Medium truck volume : 715/145 veh/TimePeriod
Heavy truck volume : 5071/1031 veh/TimePeriod
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.00 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.00 ! 1.50 ! 1.46 ! 1.46
```

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 65.14 0.00 -7.90 0.00 0.00 0.00 -5.01 52.23
-----
```

Segment Leq : 52.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.35 !	1.35

ROAD (0.00 + 55.92 + 0.00) = 55.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.74	0.00	-3.74	0.00	0.00	0.00	-5.08	55.92

Segment Leq : 55.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.60 !	1.60

ROAD (0.00 + 76.10 + 0.00) = 76.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.94	0.00	-6.84	0.00	0.00	0.00	-4.98	71.12*
-90	90	0.00	82.94	0.00	-6.84	0.00	0.00	0.00	0.00	76.10

* Bright Zone !

Segment Leq : 76.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.63	1.63

ROAD (0.00 + 74.22 + 0.00) = 74.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.83	0.00	-5.60	0.00	0.00	0.00	-4.97	69.26*
-90	90	0.00	79.83	0.00	-5.60	0.00	0.00	0.00	0.00	74.22

* Bright Zone !

Segment Leq : 74.22 dBA

Total Leq All Segments: 78.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.99 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.99	4.50	4.10	4.10

ROAD (0.00 + 49.36 + 0.00) = 49.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.40	0.00	-8.04	0.00	0.00	0.00	-0.25	49.11*
-90	90	0.00	57.40	0.00	-8.04	0.00	0.00	0.00	0.00	49.36

* Bright Zone !

Segment Leq : 49.36 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	3.25 !	3.25

ROAD (0.00 + 53.87 + 0.00) = 53.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.97	0.00	-4.09	0.00	0.00	0.00	-0.51	53.36*
-90	90	0.00	57.97	0.00	-4.09	0.00	0.00	0.00	0.00	53.87

* Bright Zone !

Segment Leq : 53.87 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	4.14 !	4.14

ROAD (0.00 + 72.23 + 0.00) = 72.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-7.02	0.00	0.00	0.00	-0.27	71.96*
-90	90	0.00	79.25	0.00	-7.02	0.00	0.00	0.00	0.00	72.23

* Bright Zone !

Segment Leq : 72.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	4.00	4.00

ROAD (0.00 + 70.39 + 0.00) = 70.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.23	0.00	-5.84	0.00	0.00	0.00	-0.28	70.11*
-90	90	0.00	76.23	0.00	-5.84	0.00	0.00	0.00	0.00	70.39

* Bright Zone !

Segment Leq : 70.39 dBA

Total Leq All Segments: 74.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 78.31
(NIGHT): 74.47

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9710/708 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 150/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10653
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.69
Heavy Truck % of Total Volume : 1.51
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13626/1565 veh/TimePeriod *
Medium truck volume : 52/6 veh/TimePeriod *
Heavy truck volume : 26/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.38
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 89.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9056/831 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9887
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.11 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.84	0.00	-18.36	-1.46	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 48.17 + 0.00) = 48.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.22	0.00	-14.59	-1.46	0.00	0.00	0.00	48.17

Segment Leq : 48.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.20	0.00	-12.65	-0.57	0.00	0.00	-15.14	53.84

Segment Leq : 53.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	1.50	!	2.59	!	2.59

ROAD (0.00 + 51.72 + 0.00) = 51.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.50	0.00	-12.05	-0.57	0.00	0.00	-15.16	51.72

Segment Leq : 51.72 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 30.64 + 0.00) = 30.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.48	0.00	-14.35	-1.19	0.00	0.00	-14.29	30.64

Segment Leq : 30.64 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.66	0.66

ROAD (0.00 + 28.16 + 0.00) = 28.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.46	0.00	-16.06	-1.19	0.00	0.00	-14.05	28.16

Segment Leq : 28.16 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.84 + 0.00) = 40.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.63	0.00	-17.33	-1.46	0.00	0.00	0.00	40.84

Segment Leq : 40.84 dBA

Total Leq All Segments: 57.01 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.11 m

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.48	0.00	-17.60	-1.32	0.00	0.00	0.00	37.56

Segment Leq : 37.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 42.23 + 0.00) = 42.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.83	0.00	-14.26	-1.35	0.00	0.00	0.00	42.23

Segment Leq : 42.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.32	0.00	-11.80	-0.34	0.00	0.00	-14.96	51.22

Segment Leq : 51.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.70	2.70

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.93	0.00	-11.26	-0.35	0.00	0.00	-14.96	49.37

Segment Leq : 49.37 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.59	0.59

ROAD (0.00 + 27.03 + 0.00) = 27.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.92	0.00	-13.72	-1.02	0.00	0.00	-14.15	27.03

Segment Leq : 27.03 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.72	!	0.72

ROAD (0.00 + 26.16 + 0.00) = 26.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.27	0.00	-15.23	-1.01	0.00	0.00	-13.87	26.16

Segment Leq : 26.16 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.38 + 0.00) = 34.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.27	0.00	-16.53	-1.35	0.00	0.00	0.00	34.38

Segment Leq : 34.38 dBA

Total Leq All Segments: 53.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.01
(NIGHT): 53.89

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9710/708 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 150/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10653
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.69
Heavy Truck % of Total Volume : 1.51
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13626/1565 veh/TimePeriod *
Medium truck volume : 52/6 veh/TimePeriod *
Heavy truck volume : 26/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.38
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 89.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9056/831 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9887
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.11 m

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.84	0.00	-19.79	-1.46	0.00	0.00	0.00	43.59

Segment Leq : 43.59 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 45.45 + 0.00) = 45.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.22	0.00	-17.31	-1.46	0.00	0.00	0.00	45.45

Segment Leq : 45.45 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 52.57 + 0.00) = 52.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.20	0.00	-13.86	-0.57	0.00	0.00	-15.19	52.57

Segment Leq : 52.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 50.28 + 0.00) = 50.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.50	0.00	-13.43	-0.57	0.00	0.00	-15.22	50.28

Segment Leq : 50.28 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.54	0.54

ROAD (0.00 + 28.56 + 0.00) = 28.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.48	0.00	-16.40	-1.19	0.00	0.00	-14.33	28.56

Segment Leq : 28.56 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.65	0.65

ROAD (0.00 + 26.76 + 0.00) = 26.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.46	0.00	-17.44	-1.19	0.00	0.00	-14.07	26.76

Segment Leq : 26.76 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.84 + 0.00) = 40.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.63	0.00	-17.33	-1.46	0.00	0.00	0.00	40.84

Segment Leq : 40.84 dBA

Total Leq All Segments: 55.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.11 m

ROAD (0.00 + 36.19 + 0.00) = 36.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.48	0.00	-18.97	-1.32	0.00	0.00	0.00	36.19

Segment Leq : 36.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 39.65 + 0.00) = 39.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.83	0.00	-16.84	-1.35	0.00	0.00	0.00	39.65

Segment Leq : 39.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 50.00 + 0.00) = 50.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.32	0.00	-12.93	-0.34	0.00	0.00	-15.05	50.00

Segment Leq : 50.00 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	4.50 !	2.62 !	2.62

ROAD (0.00 + 47.98 + 0.00) = 47.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.93	0.00	-12.53	-0.35	0.00	0.00	-15.07	47.98

Segment Leq : 47.98 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	4.50 !	0.57 !	0.57

ROAD (0.00 + 25.13 + 0.00) = 25.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.92	0.00	-15.55	-1.02	0.00	0.00	-14.22	25.13

Segment Leq : 25.13 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.71	!	0.71

ROAD (0.00 + 24.85 + 0.00) = 24.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.27	0.00	-16.50	-1.01	0.00	0.00	-13.91	24.85

Segment Leq : 24.85 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.38 + 0.00) = 34.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.27	0.00	-16.53	-1.35	0.00	0.00	0.00	34.38

Segment Leq : 34.38 dBA

Total Leq All Segments: 52.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.55
(NIGHT): 52.54

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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-----
Car traffic volume : 9056/831 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9887
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 54.08 + 0.00) = 54.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.54	0.00	-9.46	0.00	0.00	0.00	0.00	54.08

Segment Leq : 54.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 56.48 + 0.00) = 56.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-6.96	0.00	0.00	0.00	0.00	56.48

Segment Leq : 56.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.70	!	2.70

ROAD (0.00 + 58.92 + 0.00) = 58.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-8.75	0.00	0.00	0.00	-15.03	58.92

Segment Leq : 58.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.69	!	2.69

ROAD (0.00 + 57.84 + 0.00) = 57.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-7.99	0.00	0.00	0.00	-15.06	57.84

Segment Leq : 57.84 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.67	0.67

ROAD (0.00 + 35.13 + 0.00) = 35.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.48	0.00	-7.62	0.00	0.00	0.00	-17.72	35.13

Segment Leq : 35.13 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.74	0.74

ROAD (0.00 + 32.72 + 0.00) = 32.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.46	0.00	-9.02	0.00	0.00	0.00	-17.72	32.72

Segment Leq : 32.72 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.63	0.00	0.00	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 64.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 46.95 + 0.00) = 46.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-9.05	0.00	0.00	0.00	0.00	46.95

Segment Leq : 46.95 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 48.97 + 0.00) = 48.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-6.20	0.00	0.00	0.00	0.00	48.97

Segment Leq : 48.97 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.90	2.90

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-8.26	0.00	0.00	0.00	-14.66	56.15

Segment Leq : 56.15 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.94	!	2.94

ROAD (0.00 + 55.58 + 0.00) = 55.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.57	0.00	-7.40	0.00	0.00	0.00	-14.59	55.58

Segment Leq : 55.58 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.76	!	0.76

ROAD (0.00 + 31.35 + 0.00) = 31.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.92	0.00	-6.98	0.00	0.00	0.00	-17.59	31.35

Segment Leq : 31.35 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.65 !	4.50 !	0.83 !	0.83

ROAD (0.00 + 30.12 + 0.00) = 30.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.27	0.00	-8.52	0.00	0.00	0.00	-17.62	30.12

Segment Leq : 30.12 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.48 + 0.00) = 51.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.27	0.00	-0.79	0.00	0.00	0.00	0.00	51.48

Segment Leq : 51.48 dBA

Total Leq All Segments: 60.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.79
(NIGHT): 60.19

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 151.00 / 138.50 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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-----
Car traffic volume : 9056/831 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9887
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.60

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.54	0.00	-10.73	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 54.57 + 0.00) = 54.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-8.86	0.00	0.00	0.00	0.00	54.57

Segment Leq : 54.57 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.61	!	2.61

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-10.18	0.00	0.00	0.00	-15.13	57.39

Segment Leq : 57.39 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 56.04 + 0.00) = 56.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-9.65	0.00	0.00	0.00	-15.20	56.04

Segment Leq : 56.04 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.61	0.61

ROAD (0.00 + 33.34 + 0.00) = 33.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.48	0.00	-9.37	0.00	0.00	0.00	-17.77	33.34

Segment Leq : 33.34 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.71	0.71

ROAD (0.00 + 31.34 + 0.00) = 31.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.46	0.00	-10.38	0.00	0.00	0.00	-17.74	31.34

Segment Leq : 31.34 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.63	0.00	0.00	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 63.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-10.43	0.00	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 46.78 + 0.00) = 46.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-8.39	0.00	0.00	0.00	0.00	46.78

Segment Leq : 46.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.75	2.75

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-9.82	0.00	0.00	0.00	-14.89	54.36

Segment Leq : 54.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 53.44 + 0.00) = 53.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.57	0.00	-9.23	0.00	0.00	0.00	-14.91	53.44

Segment Leq : 53.44 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.67	!	0.67

ROAD (0.00 + 29.28 + 0.00) = 29.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.92	0.00	-8.95	0.00	0.00	0.00	-17.69	29.28

Segment Leq : 29.28 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.78	!	0.78

ROAD (0.00 + 28.54 + 0.00) = 28.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.27	0.00	-10.05	0.00	0.00	0.00	-17.68	28.54

Segment Leq : 28.54 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.48 + 0.00) = 51.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.27	0.00	-0.79	0.00	0.00	0.00	0.00	51.48

Segment Leq : 51.48 dBA

Total Leq All Segments: 58.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.71
(NIGHT): 58.57

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 343.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.50 / 285.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 341.50 / 323.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 323.50 / 305.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 39.16 + 0.00) = 39.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-22.92	-1.46	0.00	0.00	0.00	39.16

Segment Leq : 39.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 40.30 + 0.00) = 40.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-21.68	-1.46	0.00	0.00	0.00	40.30

Segment Leq : 40.30 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.70	0.00	-22.16	-1.41	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

ROAD (0.00 + 57.66 + 0.00) = 57.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.89	0.00	-21.81	-1.42	0.00	0.00	0.00	57.66

Segment Leq : 57.66 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 33.22 + 0.00) = 33.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.00	0.00	-21.46	-1.32	0.00	0.00	0.00	33.22

Segment Leq : 33.22 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 33.57 + 0.00) = 33.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.17	0.00	-20.27	-1.33	0.00	0.00	0.00	33.57

Segment Leq : 33.57 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.23 + 0.00) = 57.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.07	0.00	-20.58	-1.25	0.00	0.00	0.00	57.23

Segment Leq : 57.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

ROAD (0.00 + 56.09 + 0.00) = 56.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.57	0.00	-20.23	-1.26	0.00	0.00	0.00	56.09

Segment Leq : 56.09 dBA

Total Leq All Segments: 59.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 59.73

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 38.36 + 0.00) = 38.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-23.72	-1.46	0.00	0.00	0.00	38.36

Segment Leq : 38.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 39.49 + 0.00) = 39.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-22.49	-1.46	0.00	0.00	0.00	39.49

Segment Leq : 39.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 58.36 + 0.00) = 58.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.70	0.00	-22.93	-1.41	0.00	0.00	0.00	58.36

Segment Leq : 58.36 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

ROAD (0.00 + 56.84 + 0.00) = 56.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.89	0.00	-22.64	-1.42	0.00	0.00	0.00	56.84

Segment Leq : 56.84 dBA

Total Leq All Segments: 60.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 32.45 + 0.00) = 32.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.00	0.00	-22.24	-1.32	0.00	0.00	0.00	32.45

Segment Leq : 32.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 32.73 + 0.00) = 32.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.17	0.00	-21.11	-1.33	0.00	0.00	0.00	32.73

Segment Leq : 32.73 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 56.45 + 0.00) = 56.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.07	0.00	-21.36	-1.25	0.00	0.00	0.00	56.45

Segment Leq : 56.45 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.57	0.00	-21.05	-1.26	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Total Leq All Segments: 58.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.73
(NIGHT): 58.93

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 18030/1315 veh/TimePeriod *
Medium truck volume : 220/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.23 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 44.15 + 0.00) = 44.15 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.54 0.00 -9.40 0.00 0.00 0.00 -9.99 44.15
-----
  
```

Segment Leq : 44.15 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.00	1.50	-1.19	1.31

ROAD (0.00 + 46.22 + 0.00) = 46.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-6.20	0.00	0.00	0.00	-11.01	46.22

Segment Leq : 46.22 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.51	2.51

ROAD (0.00 + 68.35 + 0.00) = 68.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-8.63	0.00	0.00	0.00	-5.72	68.35

Segment Leq : 68.35 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 67.18 + 0.00) = 67.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-7.85	0.00	0.00	0.00	-5.86	67.18

Segment Leq : 67.18 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-10.62	0.00	0.00	0.00	-9.90	45.98

Segment Leq : 45.98 dBA

Total Leq All Segments: 70.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.22 !	4.50 !	1.34 !	3.84

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-9.49	0.00	0.00	0.00	-5.84	40.67

Segment Leq : 40.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.02 !	4.50 !	0.57 !	3.07

ROAD (0.00 + 41.18 + 0.00) = 41.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-6.40	0.00	0.00	0.00	-7.58	41.18

Segment Leq : 41.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.65	!	2.65

ROAD (0.00 + 64.94 + 0.00) = 64.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-8.75	0.00	0.00	0.00	-5.38	64.94

Segment Leq : 64.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.63	!	2.63

ROAD (0.00 + 64.16 + 0.00) = 64.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.57	0.00	-7.99	0.00	0.00	0.00	-5.42	64.16

Segment Leq : 64.16 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.88	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 42.07 + 0.00) = 42.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.14	0.00	-10.41	0.00	0.00	0.00	-5.66	42.07

Segment Leq : 42.07 dBA

Total Leq All Segments: 67.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.85
(NIGHT): 67.61

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 18030/1315 veh/TimePeriod *
Medium truck volume : 220/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.23 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 43.93 + 0.00) = 43.93 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.54 0.00 -9.65 0.00 0.00 0.00 0.00 -9.95 43.93
-----
  
```

Segment Leq : 43.93 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.00	1.50	-1.19	1.31

ROAD (0.00 + 46.22 + 0.00) = 46.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-6.20	0.00	0.00	0.00	-11.01	46.22

Segment Leq : 46.22 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 67.95 + 0.00) = 67.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-9.01	0.00	0.00	0.00	-5.74	67.95

Segment Leq : 67.95 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.44	2.44

ROAD (0.00 + 66.70 + 0.00) = 66.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-8.30	0.00	0.00	0.00	-5.89	66.70

Segment Leq : 66.70 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	1.50	-1.09	1.41

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-10.62	0.00	0.00	0.00	-9.90	45.98

Segment Leq : 45.98 dBA

Total Leq All Segments: 70.42 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.22	!	4.50	!	1.37	!	3.87

ROAD (0.00 + 40.48 + 0.00) = 40.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-9.75	0.00	0.00	0.00	-5.78	40.48

Segment Leq : 40.48 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.02	!	4.50	!	0.57	!	3.07

ROAD (0.00 + 41.18 + 0.00) = 41.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-6.40	0.00	0.00	0.00	-7.58	41.18

Segment Leq : 41.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.63 !	2.63

ROAD (0.00 + 64.53 + 0.00) = 64.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-9.12	0.00	0.00	0.00	-5.42	64.53

Segment Leq : 64.53 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	4.50 !	2.60 !	2.60

ROAD (0.00 + 63.66 + 0.00) = 63.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.57	0.00	-8.43	0.00	0.00	0.00	-5.49	63.66

Segment Leq : 63.66 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.07 + 0.00) = 42.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.14	0.00	-10.41	0.00	0.00	0.00	-5.66	42.07

Segment Leq : 42.07 dBA

Total Leq All Segments: 67.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.42
(NIGHT): 67.16

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12694/1134 veh/TimePeriod *
Medium truck volume : 170/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14175/953 veh/TimePeriod *
Medium truck volume : 215/14 veh/TimePeriod *
Heavy truck volume : 107/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 0.74
Day (16 hrs) % of Total Volume : 93.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6469/1867 veh/TimePeriod *
Medium truck volume : 637/184 veh/TimePeriod *
Heavy truck volume : 5334/1540 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.12
Heavy Truck % of Total Volume : 42.88
Day (16 hrs) % of Total Volume : 77.60

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 18030/1315 veh/TimePeriod *
Medium truck volume : 220/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401 on rp (day/night)

```
-----
Car traffic volume : 8399/1145 veh/TimePeriod *
Medium truck volume : 108/15 veh/TimePeriod *
Heavy truck volume : 54/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00
```

Data for Segment # 6: 401 on rp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.47 ! 1.47
```

ROAD (0.00 + 38.86 + 0.00) = 38.86 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.50 65.11 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.86
-----
```

Segment Leq : 38.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	1.50 !	1.35 !	1.35

ROAD (0.00 + 48.63 + 0.00) = 48.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.77	0.00	-7.75	-1.16	0.00	0.00	-8.23	48.63

Segment Leq : 48.63 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 63.13 + 0.00) = 63.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-10.61	0.00	0.00	0.00	-8.97	63.13

Segment Leq : 63.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 61.02 + 0.00) = 61.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-10.16	0.00	0.00	0.00	-8.94	61.02

Segment Leq : 61.02 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.48 + 0.00) = 49.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-9.41	0.00	0.00	0.00	-7.61	49.48

Segment Leq : 49.48 dBA

Results segment # 6: 401 on rp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.87 + 0.00) = 37.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.26	0.00	-9.99	0.00	0.00	0.00	-15.39	37.87

Segment Leq : 37.87 dBA

Total Leq All Segments: 65.44 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.28	4.28

ROAD (0.00 + 37.50 + 0.00) = 37.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	57.67	0.00	-16.67	-0.99	0.00	0.00	-2.35	37.67*
-90	90	0.59	57.67	0.00	-18.84	-1.33	0.00	0.00	0.00	37.50

* Bright Zone !

Segment Leq : 37.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	3.61	!	3.61

ROAD (0.00 + 47.05 + 0.00) = 47.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	57.02	0.00	-7.64	-0.99	0.00	0.00	-4.42	43.97*
-90	90	0.59	57.02	0.00	-8.64	-1.33	0.00	0.00	0.00	47.05

* Bright Zone !

Segment Leq : 47.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 59.70 + 0.00) = 59.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-10.71	0.00	0.00	0.00	-8.66	59.70

Segment Leq : 59.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 58.90 + 0.00) = 58.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.73	0.00	-10.24	0.00	0.00	0.00	-8.60	58.90

Segment Leq : 58.90 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	4.15	!	4.15

ROAD (0.00 + 48.63 + 0.00) = 48.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.14	0.00	-9.51	0.00	0.00	0.00	-2.75	45.88*
-90	90	0.00	58.14	0.00	-9.51	0.00	0.00	0.00	0.00	48.63

* Bright Zone !

Segment Leq : 48.63 dBA

Results segment # 6: 401 on rp (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 0.97 ! 0.97

ROAD (0.00 + 32.32 + 0.00) = 32.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-9.88	0.00	0.00	0.00	-15.38	32.32

Segment Leq : 32.32 dBA

Total Leq All Segments: 62.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.44
(NIGHT): 62.65

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12694/1134 veh/TimePeriod *
Medium truck volume : 170/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14175/953 veh/TimePeriod *
Medium truck volume : 215/14 veh/TimePeriod *
Heavy truck volume : 107/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 0.74
Day (16 hrs) % of Total Volume : 93.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8656/1540 veh/TimePeriod *
Medium truck volume : 705/125 veh/TimePeriod *
Heavy truck volume : 6105/1086 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18217
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 39.47
Day (16 hrs) % of Total Volume : 84.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6470/1868 veh/TimePeriod *
Medium truck volume : 637/184 veh/TimePeriod *
Heavy truck volume : 5335/1540 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.12
Heavy Truck % of Total Volume : 42.88
Day (16 hrs) % of Total Volume : 77.60

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8399/1145 veh/TimePeriod *
Medium truck volume : 108/15 veh/TimePeriod *
Heavy truck volume : 54/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 9578/1294 veh/TimePeriod *
Medium truck volume : 185/25 veh/TimePeriod *
Heavy truck volume : 688/93 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11862
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 6.58
Day (16 hrs) % of Total Volume : 88.10

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 130.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 8879/2002 veh/TimePeriod *
Medium truck volume : 169/38 veh/TimePeriod *
Heavy truck volume : 605/136 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11830
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 6.27
Day (16 hrs) % of Total Volume : 81.60

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Car traffic volume : 8224/1942 veh/TimePeriod *
Medium truck volume : 117/28 veh/TimePeriod *
Heavy truck volume : 59/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10383
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 80.90
    
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.48 ! 1.48
    
```

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.11 0.00 -12.78 0.00 0.00 0.00 -8.08 44.25
-----
    
```

Segment Leq : 44.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.70 + 0.00) = 49.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.77	0.00	-5.95	-1.16	0.00	0.00	-8.97	49.70

Segment Leq : 49.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.54 + 0.00) = 61.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.73	0.00	-11.24	0.00	0.00	0.00	-7.95	61.54

Segment Leq : 61.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 61.36 + 0.00) = 61.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-10.80	0.00	0.00	0.00	-7.95	61.36

Segment Leq : 61.36 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.26	0.00	-6.35	0.00	0.00	0.00	-8.52	48.38

Segment Leq : 48.38 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.60 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 51.45 + 0.00) = 51.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.89	0.00	-9.34	0.00	0.00	0.00	-8.10	51.45

Segment Leq : 51.45 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.58 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.39	0.00	-12.65	0.00	0.00	0.00	-8.03	47.72

Segment Leq : 47.72 dBA

Results segment # 8: SBoffrmpHwy3 (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.47	1.47

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.32	0.00	-11.37	0.00	0.00	0.00	-8.12	43.83

Segment Leq : 43.83 dBA

Total Leq All Segments: 65.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.34	4.34

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-12.83	0.00	0.00	0.00	-1.75	43.10*
-90	90	0.00	57.67	0.00	-12.83	0.00	0.00	0.00	0.00	44.85

* Bright Zone !

Segment Leq : 44.85 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.35	3.35

ROAD (0.00 + 48.84 + 0.00) = 48.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	57.02	0.00	-6.06	-0.99	0.00	0.00	-4.83	45.14*
-90	90	0.59	57.02	0.00	-6.85	-1.33	0.00	0.00	0.00	48.84

* Bright Zone !

Segment Leq : 48.84 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 64.93 + 0.00) = 64.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.24	0.00	-11.30	0.00	0.00	0.00	-1.55	63.38*
-90	90	0.00	76.24	0.00	-11.30	0.00	0.00	0.00	0.00	64.93

* Bright Zone !

Segment Leq : 64.93 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 66.85 + 0.00) = 66.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.73	0.00	-10.88	0.00	0.00	0.00	-1.59	65.26*
-90	90	0.00	77.73	0.00	-10.88	0.00	0.00	0.00	0.00	66.85

* Bright Zone !

Segment Leq : 66.85 dBA

Results segment # 5: NBonrmp Hwy3 (night)

 Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	0.98	0.98

ROAD (0.00 + 37.65 + 0.00) = 37.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-6.55	0.00	0.00	0.00	-13.38	37.65

 Segment Leq : 37.65 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.60 !	4.50 !	1.64 !	1.64

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.21	0.00	-9.44	0.00	0.00	0.00	-11.30	42.47

Segment Leq : 42.47 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.58 !	4.50 !	4.37 !	4.37

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.92	0.00	-12.69	0.00	0.00	0.00	-1.39	50.84*
-90	90	0.00	64.92	0.00	-12.69	0.00	0.00	0.00	0.00	52.23

* Bright Zone !

Segment Leq : 52.23 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 4.50 ! 4.28 ! 4.28

ROAD (0.00 + 48.64 + 0.00) = 48.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.08	0.00	-11.44	0.00	0.00	0.00	-2.08	46.56*
-90	90	0.00	60.08	0.00	-11.44	0.00	0.00	0.00	0.00	48.64

* Bright Zone !

Segment Leq : 48.64 dBA

Total Leq All Segments: 69.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.06
(NIGHT): 69.20

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 15855/3433 veh/TimePeriod *
Medium truck volume : 851/184 veh/TimePeriod *
Heavy truck volume : 6051/1310 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 26.59
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14898/3226 veh/TimePeriod *
Medium truck volume : 1117/242 veh/TimePeriod *
Heavy truck volume : 9438/2044 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30966
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.39
Heavy Truck % of Total Volume : 37.08
Day (16 hrs) % of Total Volume : 82.20
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.27 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 1.50 ! 1.65 ! 1.65
  
```

ROAD (0.00 + 62.52 + 0.00) = 62.52 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.92 0.00 -10.25 -1.09 0.00 0.00 -7.07 62.52
-----
  
```

Segment Leq : 62.52 dBA

Results segment # 2: Hwy401 SB/WB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.65	0.00	-8.73	-1.08	0.00	0.00	-7.01	65.83

Segment Leq : 65.83 dBA

Total Leq All Segments: 67.49 dBA

Results segment # 1: Hwy401 NB/EB (night)

 Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	4.13	4.13

ROAD (0.00 + 64.86 + 0.00) = 64.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.28	0.00	-9.84	-0.91	0.00	0.00	-2.59	63.94*
-90	90	0.55	77.28	0.00	-11.16	-1.26	0.00	0.00	0.00	64.86

* Bright Zone !

Segment Leq : 64.86 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.90 ! 3.90

ROAD (0.00 + 68.15 + 0.00) = 68.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.02	0.00	-8.48	-0.90	0.00	0.00	-3.92	65.72*
-90	90	0.54	79.02	0.00	-9.62	-1.25	0.00	0.00	0.00	68.15

* Bright Zone !

Segment Leq : 68.15 dBA

Total Leq All Segments: 69.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.49
(NIGHT): 69.82

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 1389/476 veh/TimePeriod *
Medium truck volume : 79/27 veh/TimePeriod *
Heavy truck volume : 788/270 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3029
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.94
Day (16 hrs) % of Total Volume : 74.50

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S toEC S. (day/night)

Car traffic volume : 13686/2843 veh/TimePeriod *
Medium truck volume : 266/55 veh/TimePeriod *
Heavy truck volume : 1071/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18144
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.13
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 5: 401S toEC S. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 923/473 veh/TimePeriod *
Medium truck volume : 25/13 veh/TimePeriod *
Heavy truck volume : 247/126 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 20.65
Day (16 hrs) % of Total Volume : 66.10

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 32879/2859 veh/TimePeriod *
Medium truck volume : 478/42 veh/TimePeriod *
Heavy truck volume : 1300/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.75
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 29781/3054 veh/TimePeriod *
Medium truck volume : 417/43 veh/TimePeriod *
Heavy truck volume : 928/95 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.98
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

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-----
Car traffic volume : 20552/1289 veh/TimePeriod *
Medium truck volume : 341/21 veh/TimePeriod *
Heavy truck volume : 171/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22384
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.62
Heavy Truck % of Total Volume : 0.81
Day (16 hrs) % of Total Volume : 94.10

```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 66.95 + 0.00) = 66.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.95	0.00	-15.29	-0.71	0.00	0.00	0.00	66.95

Segment Leq : 66.95 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 63.04 + 0.00) = 63.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.42	0.00	-15.67	-0.71	0.00	0.00	0.00	63.04

Segment Leq : 63.04 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	68.41	0.00	-20.10	-1.14	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 5: 401S toEC S. (day)

Source height = 1.63 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.72	0.00	-16.84	-1.19	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.13 m

ROAD (0.00 + 40.96 + 0.00) = 40.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	62.30	0.00	-20.19	-1.16	0.00	0.00	0.00	40.96

Segment Leq : 40.96 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.97	0.00	-23.28	-1.46	0.00	0.00	0.00	52.23

Segment Leq : 52.23 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.31 m

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.09	0.00	-23.63	-1.46	0.00	0.00	0.00	51.00

Segment Leq : 51.00 dBA

Results segment # 9: Malden Rd. (day)

Source height = 0.95 m

ROAD (0.00 + 61.98 + 0.00) = 61.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.54	0.00	-5.56	0.00	0.00	0.00	0.00	61.98

Segment Leq : 61.98 dBA

Total Leq All Segments: 69.70 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.84 + 0.00) = 48.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-0.54	0.00	0.00	0.00	0.00	48.84

Segment Leq : 48.84 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 65.25 + 0.00) = 65.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	80.02	0.00	-14.28	-0.50	0.00	0.00	0.00	65.25

Segment Leq : 65.25 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 62.99 + 0.00) = 62.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.11	0.00	-14.63	-0.50	0.00	0.00	0.00	62.99

Segment Leq : 62.99 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 46.88 + 0.00) = 46.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	66.77	0.00	-18.93	-0.97	0.00	0.00	0.00	46.88

Segment Leq : 46.88 dBA

Results segment # 5: 401S toEC S. (night)

Source height = 1.63 m

ROAD (0.00 + 49.97 + 0.00) = 49.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	66.91	0.00	-15.92	-1.01	0.00	0.00	0.00	49.97

Segment Leq : 49.97 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.13 m

ROAD (0.00 + 42.38 + 0.00) = 42.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	62.39	0.00	-19.02	-0.98	0.00	0.00	0.00	42.38

Segment Leq : 42.38 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.38	0.00	-22.12	-1.31	0.00	0.00	0.00	45.95

Segment Leq : 45.95 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.31 m

ROAD (0.00 + 45.41 + 0.00) = 45.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	69.21	0.00	-22.48	-1.31	0.00	0.00	0.00	45.41

Segment Leq : 45.41 dBA

Results segment # 9: Malden Rd. (night)

Source height = 0.96 m

ROAD (0.00 + 52.75 + 0.00) = 52.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.54	0.00	-5.80	0.00	0.00	0.00	0.00	52.75

Segment Leq : 52.75 dBA

Total Leq All Segments: 67.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.70
(NIGHT): 67.67

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 27009/2802 veh/TimePeriod *
Medium truck volume : 372/39 veh/TimePeriod *
Heavy truck volume : 187/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32879/2859 veh/TimePeriod *
Medium truck volume : 478/42 veh/TimePeriod *
Heavy truck volume : 1300/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.75
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 29781/3054 veh/TimePeriod *
Medium truck volume : 417/43 veh/TimePeriod *
Heavy truck volume : 928/95 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.98
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 41.72 + 0.00) = 41.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.44	0.00	-25.26	-1.46	0.00	0.00	0.00	41.72

Segment Leq : 41.72 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.59 + 0.00) = 63.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.95	0.00	-17.95	-1.41	0.00	0.00	0.00	63.59

Segment Leq : 63.59 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.41 + 0.00) = 59.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.42	0.00	-18.60	-1.41	0.00	0.00	0.00	59.41

Segment Leq : 59.41 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.97	0.00	-22.08	-1.46	0.00	0.00	0.00	53.43

Segment Leq : 53.43 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.31 m

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.09	0.00	-22.50	-1.46	0.00	0.00	0.00	52.13

Segment Leq : 52.13 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.85 m

ROAD (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.69	0.00	-25.04	-1.44	0.00	0.00	0.00	44.21

Segment Leq : 44.21 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 65.67 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 36.14 + 0.00) = 36.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.59	0.00	-24.12	-1.33	0.00	0.00	0.00	36.14

Segment Leq : 36.14 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.28 + 0.00) = 62.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.02	0.00	-16.48	-1.25	0.00	0.00	0.00	62.28

Segment Leq : 62.28 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.69 + 0.00) = 59.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.11	0.00	-17.17	-1.25	0.00	0.00	0.00	59.69

Segment Leq : 59.69 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 47.33 + 0.00) = 47.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.38	0.00	-20.74	-1.31	0.00	0.00	0.00	47.33

Segment Leq : 47.33 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.31 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	69.21	0.00	-21.19	-1.31	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.85 m

ROAD (0.00 + 40.58 + 0.00) = 40.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.59	0.00	-23.72	-1.28	0.00	0.00	0.00	40.58

Segment Leq : 40.58 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-2.34	-1.35	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 64.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.67
(NIGHT): 64.43

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 27009/2802 veh/TimePeriod *
Medium truck volume : 372/39 veh/TimePeriod *
Heavy truck volume : 187/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 12.00 m
Reference angle : 0.00

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 923/473 veh/TimePeriod *
Medium truck volume : 25/13 veh/TimePeriod *
Heavy truck volume : 247/126 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 20.65
Day (16 hrs) % of Total Volume : 66.10

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32879/2859 veh/TimePeriod *
Medium truck volume : 478/42 veh/TimePeriod *
Heavy truck volume : 1300/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.75
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29781/3054 veh/TimePeriod *
Medium truck volume : 417/43 veh/TimePeriod *
Heavy truck volume : 928/95 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.98
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SBoff rmp (day/night)

Car traffic volume : 13686/2843 veh/TimePeriod *
Medium truck volume : 266/55 veh/TimePeriod *
Heavy truck volume : 1071/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18144
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.13
Day (16 hrs) % of Total Volume : 82.80

Data for Segment # 7: 401SBoff rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.80 / 495.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 8: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60
  
```

Data for Segment # 9: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 41.74 + 0.00) = 41.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.44	0.00	-25.24	-1.46	0.00	0.00	0.00	41.74

Segment Leq : 41.74 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 73.53 + 0.00) = 73.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.95	0.00	-8.71	-0.71	0.00	0.00	0.00	73.53

Segment Leq : 73.53 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 68.78 + 0.00) = 68.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.42	0.00	-9.94	-0.71	0.00	0.00	0.00	68.78

Segment Leq : 68.78 dBA

Results segment # 4: ECR rmp 2401 (day)

Source height = 2.13 m

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.30	0.00	-14.44	-1.42	0.00	0.00	0.00	46.43

Segment Leq : 46.43 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.97	0.00	-22.08	-1.46	0.00	0.00	0.00	53.43

Segment Leq : 53.43 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.31 m

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.09	0.00	-22.50	-1.46	0.00	0.00	0.00	52.13

Segment Leq : 52.13 dBA

Results segment # 7: 401SBoff rmp (day)

Source height = 1.63 m

ROAD (0.00 + 44.07 + 0.00) = 44.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.72	0.00	-25.20	-1.45	0.00	0.00	0.00	44.07

Segment Leq : 44.07 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Results segment # 9: 401SB on rmp (day)

Source height = 1.85 m

ROAD (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.69	0.00	-25.04	-1.44	0.00	0.00	0.00	44.21

Segment Leq : 44.21 dBA

Total Leq All Segments: 74.87 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 36.19 + 0.00) = 36.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.59	0.00	-24.06	-1.33	0.00	0.00	0.00	36.19

Segment Leq : 36.19 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 72.36 + 0.00) = 72.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	80.02	0.00	-7.17	-0.50	0.00	0.00	0.00	72.36

Segment Leq : 72.36 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 68.98 + 0.00) = 68.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.11	0.00	-8.63	-0.50	0.00	0.00	0.00	68.98

Segment Leq : 68.98 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.13 m

ROAD (0.00 + 48.09 + 0.00) = 48.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.39	0.00	-13.03	-1.27	0.00	0.00	0.00	48.09

Segment Leq : 48.09 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 47.33 + 0.00) = 47.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.38	0.00	-20.74	-1.31	0.00	0.00	0.00	47.33

Segment Leq : 47.33 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.31 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	69.21	0.00	-21.19	-1.31	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 7: 401SBoff rmp (night)

Source height = 1.63 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	66.91	0.00	-23.79	-1.30	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-2.34	-1.35	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Results segment # 9: 401SB on rmp (night)

Source height = 1.85 m

ROAD (0.00 + 40.58 + 0.00) = 40.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.59	0.00	-23.72	-1.28	0.00	0.00	0.00	40.58

Segment Leq : 40.58 dBA

Total Leq All Segments: 74.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.87
(NIGHT): 74.04

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27012/2803 veh/TimePeriod *
Medium truck volume : 369/38 veh/TimePeriod *
Heavy truck volume : 187/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32879/2859 veh/TimePeriod *
Medium truck volume : 478/42 veh/TimePeriod *
Heavy truck volume : 1300/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.75
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29781/3054 veh/TimePeriod *
Medium truck volume : 417/43 veh/TimePeriod *
Heavy truck volume : 928/95 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.98
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.43	0.00	-22.10	-1.46	0.00	0.00	0.00	44.88

Segment Leq : 44.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 54.64 + 0.00) = 54.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.95	0.00	-11.81	-0.42	0.00	0.00	-16.08	54.64

Segment Leq : 54.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 50.55 + 0.00) = 50.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.42	0.00	-12.34	-0.42	0.00	0.00	-16.10	50.55

Segment Leq : 50.55 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.97	0.00	-24.11	-1.46	0.00	0.00	0.00	51.41

Segment Leq : 51.41 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.31 m

ROAD (0.00 + 50.19 + 0.00) = 50.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.09	0.00	-24.44	-1.46	0.00	0.00	0.00	50.19

Segment Leq : 50.19 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.85 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.69	0.00	-20.15	-1.44	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 59.25 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 39.04 + 0.00) = 39.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.58	0.00	-21.20	-1.33	0.00	0.00	0.00	39.04

Segment Leq : 39.04 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 52.91 + 0.00) = 52.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.02	0.00	-10.97	-0.18	0.00	0.00	-15.96	52.91

Segment Leq : 52.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.11	0.00	-11.46	-0.18	0.00	0.00	-15.99	50.48

Segment Leq : 50.48 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 45.17 + 0.00) = 45.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.38	0.00	-22.90	-1.31	0.00	0.00	0.00	45.17

Segment Leq : 45.17 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.31 m

ROAD (0.00 + 44.65 + 0.00) = 44.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	69.21	0.00	-23.24	-1.31	0.00	0.00	0.00	44.65

Segment Leq : 44.65 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.85 m

ROAD (0.00 + 45.42 + 0.00) = 45.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.59	0.00	-18.88	-1.28	0.00	0.00	0.00	45.42

Segment Leq : 45.42 dBA

Total Leq All Segments: 56.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.25
(NIGHT): 56.67

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27009/2802 veh/TimePeriod *
Medium truck volume : 372/39 veh/TimePeriod *
Heavy truck volume : 187/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 90.60

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32879/2859 veh/TimePeriod *
Medium truck volume : 478/42 veh/TimePeriod *
Heavy truck volume : 1300/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.75
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29781/3054 veh/TimePeriod *
Medium truck volume : 417/43 veh/TimePeriod *
Heavy truck volume : 928/95 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 2.98
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```

-----
Car traffic volume : 923/473 veh/TimePeriod *
Medium truck volume : 25/13 veh/TimePeriod *
Heavy truck volume : 247/126 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 20.65
Day (16 hrs) % of Total Volume : 66.10
  
```

Data for Segment # 8: EC Row ramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.44	0.00	-22.10	-1.46	0.00	0.00	0.00	44.88

Segment Leq : 44.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 60.48 + 0.00) = 60.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.95	0.00	-6.37	-0.42	0.00	0.00	-15.68	60.48

Segment Leq : 60.48 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 55.41 + 0.00) = 55.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.42	0.00	-7.75	-0.42	0.00	0.00	-15.84	55.41

Segment Leq : 55.41 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.97	0.00	-24.11	-1.46	0.00	0.00	0.00	51.41

Segment Leq : 51.41 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.31 m

ROAD (0.00 + 50.19 + 0.00) = 50.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.09	0.00	-24.44	-1.46	0.00	0.00	0.00	50.19

Segment Leq : 50.19 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.85 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.69	0.00	-20.15	-1.44	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.13 m

ROAD (0.00 + 40.41 + 0.00) = 40.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.30	0.00	-20.46	-1.42	0.00	0.00	0.00	40.41

Segment Leq : 40.41 dBA

Total Leq All Segments: 62.82 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 39.06 + 0.00) = 39.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.59	0.00	-21.20	-1.33	0.00	0.00	0.00	39.06

Segment Leq : 39.06 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 58.38 + 0.00) = 58.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.02	0.00	-6.12	-0.18	0.00	0.00	-15.34	58.38

Segment Leq : 58.38 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 55.07 + 0.00) = 55.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.11	0.00	-7.34	-0.18	0.00	0.00	-15.52	55.07

Segment Leq : 55.07 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 45.17 + 0.00) = 45.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.38	0.00	-22.90	-1.31	0.00	0.00	0.00	45.17

Segment Leq : 45.17 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.31 m

ROAD (0.00 + 44.65 + 0.00) = 44.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	69.21	0.00	-23.24	-1.31	0.00	0.00	0.00	44.65

Segment Leq : 44.65 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.85 m

ROAD (0.00 + 45.42 + 0.00) = 45.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.59	0.00	-18.88	-1.28	0.00	0.00	0.00	45.42

Segment Leq : 45.42 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.13 m

ROAD (0.00 + 41.71 + 0.00) = 41.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.39	0.00	-19.42	-1.27	0.00	0.00	0.00	41.71

Segment Leq : 41.71 dBA

Total Leq All Segments: 60.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.82
(NIGHT): 60.73

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 36918/3518 veh/TimePeriod *
Medium truck volume : 455/43 veh/TimePeriod *
Heavy truck volume : 229/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 41185
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

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Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.63	0.00	-18.66	-1.46	0.00	0.00	0.00	49.52

Segment Leq : 49.52 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 55.24 + 0.00) = 55.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.95	0.00	-10.69	-0.26	0.00	0.00	-16.76	55.24

Segment Leq : 55.24 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.42	0.00	-11.28	-0.26	0.00	0.00	-16.78	51.10

Segment Leq : 51.10 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.85 m

ROAD (0.00 + 64.14 + 0.00) = 64.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-6.55	0.00	0.00	0.00	0.00	64.14

Segment Leq : 64.14 dBA

Total Leq All Segments: 65.23 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.11 + 0.00) = 49.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-0.28	0.00	0.00	0.00	0.00	49.11

Segment Leq : 49.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 43.79 + 0.00) = 43.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.44	0.00	-17.31	-1.33	0.00	0.00	0.00	43.79

Segment Leq : 43.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 54.01 + 0.00) = 54.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-9.39	-0.01	0.00	0.00	-16.61	54.01

Segment Leq : 54.01 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 51.53 + 0.00) = 51.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-9.93	-0.01	0.00	0.00	-16.65	51.53

Segment Leq : 51.53 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.85 m

ROAD (0.00 + 59.73 + 0.00) = 59.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-5.86	0.00	0.00	0.00	0.00	59.73

Segment Leq : 59.73 dBA

Total Leq All Segments: 61.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.23
(NIGHT): 61.58

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 36918/3518 veh/TimePeriod *
Medium truck volume : 455/43 veh/TimePeriod *
Heavy truck volume : 229/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 41185
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6598/1681 veh/TimePeriod *
Medium truck volume : 1103/281 veh/TimePeriod *
Heavy truck volume : 10536/2684 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.05
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 79.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3031/1121 veh/TimePeriod *
Medium truck volume : 498/184 veh/TimePeriod *
Heavy truck volume : 4668/1726 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11228
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.07
Heavy Truck % of Total Volume : 56.95
Day (16 hrs) % of Total Volume : 73.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```

-----
Car traffic volume : 8558/1324 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 1179/182 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11499
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.22
Heavy Truck % of Total Volume : 11.84
Day (16 hrs) % of Total Volume : 86.60
    
```

Data for Segment # 5: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.63	0.00	-18.66	-1.46	0.00	0.00	0.00	49.52

Segment Leq : 49.52 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 56.74 + 0.00) = 56.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.95	0.00	-9.26	-0.26	0.00	0.00	-16.69	56.74

Segment Leq : 56.74 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 52.42 + 0.00) = 52.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.42	0.00	-10.01	-0.26	0.00	0.00	-16.73	52.42

Segment Leq : 52.42 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.85 m

ROAD (0.00 + 64.14 + 0.00) = 64.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.69	0.00	-6.55	0.00	0.00	0.00	0.00	64.14

Segment Leq : 64.14 dBA

Total Leq All Segments: 65.46 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.11 + 0.00) = 49.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-0.28	0.00	0.00	0.00	0.00	49.11

Segment Leq : 49.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 43.79 + 0.00) = 43.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.44	0.00	-17.31	-1.33	0.00	0.00	0.00	43.79

Segment Leq : 43.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 55.78 + 0.00) = 55.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.02	0.00	-7.78	-0.01	0.00	0.00	-16.45	55.78

Segment Leq : 55.78 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.11	0.00	-8.58	-0.01	0.00	0.00	-16.54	52.99

Segment Leq : 52.99 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.85 m

ROAD (0.00 + 59.73 + 0.00) = 59.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.59	0.00	-5.86	0.00	0.00	0.00	0.00	59.73

Segment Leq : 59.73 dBA

Total Leq All Segments: 62.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.46
(NIGHT): 62.10

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13111/1109 veh/TimePeriod *
Medium truck volume : 125/11 veh/TimePeriod *
Heavy truck volume : 63/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12988/1379 veh/TimePeriod *
Medium truck volume : 121/13 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14568
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 90.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16197/3460 veh/TimePeriod *
Medium truck volume : 1198/256 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.36
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 11220/870   veh/TimePeriod  *
Medium truck volume :    30/2     veh/TimePeriod  *
Heavy truck volume  :    16/1     veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12140
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.27
Heavy Truck % of Total Volume    : 0.14
Day (16 hrs) % of Total Volume   : 92.80
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 2 (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : 90.00 deg
Barrier height   : 1.52 m
Barrier receiver distance : 6.00 / -2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle  : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      0.83 !      1.50 !      1.45 !      1.45
  
```

ROAD (0.00 + 46.22 + 0.00) = 46.22 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.59  64.81   0.00 -12.25  -1.34   0.00   0.00  -5.01  46.22
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
  
```

Segment Leq : 46.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	1.47	1.47

ROAD (0.00 + 42.72 + 0.00) = 42.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	64.74	0.00	-15.68	-1.34	0.00	0.00	-5.01	42.72

Segment Leq : 42.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.55	1.55

ROAD (0.00 + 67.57 + 0.00) = 67.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	82.94	0.00	-13.19	-1.25	0.00	0.00	-5.00	63.51*
-90	90	0.63	82.94	0.00	-13.97	-1.41	0.00	0.00	0.00	67.57

* Bright Zone !

Segment Leq : 67.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	1.54	1.54

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	80.14	0.00	-14.26	-1.26	0.00	0.00	-5.00	59.63*
-90	90	0.64	80.14	0.00	-15.10	-1.42	0.00	0.00	0.00	63.62

* Bright Zone !

Segment Leq : 63.62 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	1.32	1.32

ROAD (0.00 + 52.94 + 0.00) = 52.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.09	0.00	-3.01	0.00	0.00	0.00	-5.13	52.94

Segment Leq : 52.94 dBA

Total Leq All Segments: 69.18 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	4.37	4.37

ROAD (0.00 + 43.71 + 0.00) = 43.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.07	0.00	-11.33	-1.17	0.00	0.00	-0.07	44.49*
-90	90	0.59	57.07	0.00	-12.02	-1.34	0.00	0.00	0.00	43.71

* Bright Zone !

Segment Leq : 43.71 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.42	4.42

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.97	0.00	-14.66	-1.17	0.00	0.00	-0.07	42.06*
-90	90	0.59	57.97	0.00	-15.55	-1.34	0.00	0.00	0.00	41.07

* Bright Zone !

Segment Leq : 41.07 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.36	4.36

ROAD (0.00 + 64.99 + 0.00) = 64.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	79.25	0.00	-12.24	-1.08	0.00	0.00	-0.14	65.79*
-90	90	0.54	79.25	0.00	-13.01	-1.25	0.00	0.00	0.00	64.99

* Bright Zone !

Segment Leq : 64.99 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	4.37	4.37

ROAD (0.00 + 60.86 + 0.00) = 60.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	76.23	0.00	-13.27	-1.09	0.00	0.00	-0.14	61.73*
-90	90	0.55	76.23	0.00	-14.10	-1.26	0.00	0.00	0.00	60.86

* Bright Zone !

Segment Leq : 60.86 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.58	!	4.50	!	4.94	!	4.94

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.90	0.00	-0.79	0.00	0.00	0.00	99.00	151.11
-90	90	0.00	52.90	0.00	-0.79	0.00	0.00	0.00	0.00	52.11

* Bright Zone !

Segment Leq : 52.11 dBA

Total Leq All Segments: 66.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.18
(NIGHT): 66.60

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13111/1109 veh/TimePeriod *
Medium truck volume : 125/11 veh/TimePeriod *
Heavy truck volume : 63/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12988/1379 veh/TimePeriod *
Medium truck volume : 121/13 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14568
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 90.40

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Parallel Rd (day/night)

Car traffic volume : 7521/549 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8183
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 5: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Lambton Rd (day/night)

Car traffic volume : 11268/822 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12140
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.27
Heavy Truck % of Total Volume : 0.14
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 6: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 7: Fazio Dr. (day/night)

```
-----
Car traffic volume : 7521/549 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 8183
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 93.20
```

Data for Segment # 7: Fazio Dr. (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.00 / 43.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.59 ! 1.41
```

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.81 0.00 -6.53 0.00 0.00 0.00 -10.51 47.77
-----
```

Segment Leq : 47.77 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 45.34 + 0.00) = 45.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.74	0.00	-9.19	0.00	0.00	0.00	-10.22	45.34

Segment Leq : 45.34 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	-0.41 !	1.59

ROAD (0.00 + 65.37 + 0.00) = 65.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.94	0.00	-7.61	0.00	0.00	0.00	-9.97	65.37

Segment Leq : 65.37 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	-0.43 !	1.57

ROAD (0.00 + 61.73 + 0.00) = 61.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.14	0.00	-8.43	0.00	0.00	0.00	-9.98	61.73

Segment Leq : 61.73 dBA

Results segment # 5: Parallel Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.73 !	1.27

ROAD (0.00 + 46.30 + 0.00) = 46.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-2.39	0.00	0.00	0.00	-11.68	46.30

Segment Leq : 46.30 dBA

Results segment # 6: Lambton Rd (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.61 !	1.50 !	-0.63 !	1.37

ROAD (0.00 + 44.36 + 0.00) = 44.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.11	0.00	-6.09	0.00	0.00	0.00	-10.65	44.36

Segment Leq : 44.36 dBA

Results segment # 7: Fazio Dr. (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.63 !	1.37

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-4.87	0.00	0.00	0.00	-10.83	44.68

Segment Leq : 44.68 dBA

Total Leq All Segments: 67.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	1.87	3.87

ROAD (0.00 + 50.34 + 0.00) = 50.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-6.72	0.00	0.00	0.00	-5.00	45.35*
-90	90	0.00	57.07	0.00	-6.72	0.00	0.00	0.00	0.00	50.34

* Bright Zone !

Segment Leq : 50.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.15	4.15

ROAD (0.00 + 48.67 + 0.00) = 48.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.97	0.00	-9.29	0.00	0.00	0.00	-4.84	43.84*
-90	90	0.00	57.97	0.00	-9.29	0.00	0.00	0.00	0.00	48.67

* Bright Zone !

Segment Leq : 48.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.19	4.19

ROAD (0.00 + 71.49 + 0.00) = 71.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-7.76	0.00	0.00	0.00	-4.79	66.70*
-90	90	0.00	79.25	0.00	-7.76	0.00	0.00	0.00	0.00	71.49

* Bright Zone !

Segment Leq : 71.49 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.23	4.23

ROAD (0.00 + 67.68 + 0.00) = 67.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.23	0.00	-8.55	0.00	0.00	0.00	-4.75	62.92*
-90	90	0.00	76.23	0.00	-8.55	0.00	0.00	0.00	0.00	67.68

* Bright Zone !

Segment Leq : 67.68 dBA

Results segment # 5: Parallel Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	0.87 !	2.87

ROAD (0.00 + 42.59 + 0.00) = 42.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.16	0.00	-2.86	0.00	0.00	0.00	-6.70	42.59

Segment Leq : 42.59 dBA

Results segment # 6: Lambton Rd (night)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.59 !	4.50 !	1.71 !	3.71

ROAD (0.00 + 41.35 + 0.00) = 41.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.68	0.00	-6.30	0.00	0.00	0.00	-5.02	41.35

Segment Leq : 41.35 dBA

Results segment # 7: Fazio Dr. (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.86	!	4.50	!	1.91	!	3.91

ROAD (0.00 + 47.58 + 0.00) = 47.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.16	0.00	-4.57	0.00	0.00	0.00	-4.98	42.60*
-90	90	0.00	52.16	0.00	-4.57	0.00	0.00	0.00	0.00	47.58

* Bright Zone !

Segment Leq : 47.58 dBA

Total Leq All Segments: 73.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.10
(NIGHT): 73.06

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12177/1030 veh/TimePeriod *
Medium truck volume : 95/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13362
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13581/1393 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15197
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-15.08	-1.46	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 44.55 + 0.00) = 44.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.01	0.00	-19.01	-1.46	0.00	0.00	0.00	44.55

Segment Leq : 44.55 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.90 + 0.00) = 64.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.94	0.00	-16.63	-1.41	0.00	0.00	0.00	64.90

Segment Leq : 64.90 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

ROAD (0.00 + 61.28 + 0.00) = 61.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.14	0.00	-17.44	-1.42	0.00	0.00	0.00	61.28

Segment Leq : 61.28 dBA

Total Leq All Segments: 66.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.19 + 0.00) = 40.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.55	0.00	-14.90	-1.46	0.00	0.00	0.00	40.19

Segment Leq : 40.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 37.78 + 0.00) = 37.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.14	0.00	-18.90	-1.46	0.00	0.00	0.00	37.78

Segment Leq : 37.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.35 + 0.00) = 61.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.25	0.00	-16.49	-1.41	0.00	0.00	0.00	61.35

Segment Leq : 61.35 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

ROAD (0.00 + 57.50 + 0.00) = 57.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.23	0.00	-17.32	-1.42	0.00	0.00	0.00	57.50

Segment Leq : 57.50 dBA

Total Leq All Segments: 62.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.55
(NIGHT): 62.89

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12177/1030 veh/TimePeriod *
Medium truck volume : 95/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13362
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 295.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13581/1393 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15197
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.50 / 352.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 17599/1386 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18985
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 41.24 + 0.00) = 41.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-21.59	-1.46	0.00	0.00	0.00	41.24

Segment Leq : 41.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 40.72 + 0.00) = 40.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.01	0.00	-22.84	-1.46	0.00	0.00	0.00	40.72

Segment Leq : 40.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.52	2.52

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.94	0.00	-15.35	-0.42	0.00	0.00	-16.18	51.00

Segment Leq : 51.00 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.40	2.40

ROAD (0.00 + 47.78 + 0.00) = 47.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.14	0.00	-15.65	-0.43	0.00	0.00	-16.27	47.78

Segment Leq : 47.78 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 57.56 + 0.00) = 57.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.52	0.00	-4.96	0.00	0.00	0.00	0.00	57.56

Segment Leq : 57.56 dBA

Total Leq All Segments: 58.93 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.55	0.00	-20.60	-1.34	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 35.01 + 0.00) = 35.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.14	0.00	-21.80	-1.34	0.00	0.00	0.00	35.01

Segment Leq : 35.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.58	2.58

ROAD (0.00 + 48.89 + 0.00) = 48.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.25	0.00	-14.06	-0.18	0.00	0.00	-16.11	48.89

Segment Leq : 48.89 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.45	!	2.45

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.23	0.00	-14.37	-0.19	0.00	0.00	-16.21	45.46

Segment Leq : 45.46 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.49	0.00	-2.22	0.00	0.00	0.00	0.00	52.27

Segment Leq : 52.27 dBA

Total Leq All Segments: 54.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.93
(NIGHT): 54.58

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12177/1030 veh/TimePeriod *
Medium truck volume : 95/8 veh/TimePeriod *
Heavy truck volume : 48/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13362
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13581/1393 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15197
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 17599/1386 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18985
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 40.81 + 0.00) = 40.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-22.01	-1.46	0.00	0.00	0.00	40.81

Segment Leq : 40.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 40.21 + 0.00) = 40.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.01	0.00	-23.35	-1.46	0.00	0.00	0.00	40.21

Segment Leq : 40.21 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.51	2.51

ROAD (0.00 + 50.66 + 0.00) = 50.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.94	0.00	-15.68	-0.42	0.00	0.00	-16.18	50.66

Segment Leq : 50.66 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.39	2.39

ROAD (0.00 + 47.46 + 0.00) = 47.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.14	0.00	-15.97	-0.43	0.00	0.00	-16.28	47.46

Segment Leq : 47.46 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.52	0.00	-6.70	-1.46	0.00	0.00	0.00	54.36

Segment Leq : 54.36 dBA

Total Leq All Segments: 56.70 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 34.05 + 0.00) = 34.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.55	0.00	-21.16	-1.34	0.00	0.00	0.00	34.05

Segment Leq : 34.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 34.39 + 0.00) = 34.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.14	0.00	-22.42	-1.34	0.00	0.00	0.00	34.39

Segment Leq : 34.39 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.56	2.56

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.25	0.00	-14.50	-0.18	0.00	0.00	-16.13	48.45

Segment Leq : 48.45 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.44	!	2.44

ROAD (0.00 + 45.05 + 0.00) = 45.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.23	0.00	-14.76	-0.19	0.00	0.00	-16.23	45.05

Segment Leq : 45.05 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.05 + 0.00) = 49.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.49	0.00	-4.08	-1.35	0.00	0.00	0.00	49.05

Segment Leq : 49.05 dBA

Total Leq All Segments: 52.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.70
(NIGHT): 52.73

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16940/1334 veh/TimePeriod *
Medium truck volume : 60/5 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18371
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.35
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6967/461 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7428
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16200/3460 veh/TimePeriod *
Medium truck volume : 1196/255 veh/TimePeriod *
Heavy truck volume : 10090/2155 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33356
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.71
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12831/2610 veh/TimePeriod *
Medium truck volume : 715/145 veh/TimePeriod *
Heavy truck volume : 5071/1031 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.24
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 23537/1083 veh/TimePeriod *
Medium truck volume : 427/20 veh/TimePeriod *
Heavy truck volume : 1140/52 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26259
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.70
Heavy Truck % of Total Volume : 4.54
Day (16 hrs) % of Total Volume : 95.60

```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 41.49 + 0.00) = 41.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.13	0.00	-22.19	-1.46	0.00	0.00	0.00	41.49

Segment Leq : 41.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.91 + 0.00) = 35.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.72	0.00	-23.35	-1.46	0.00	0.00	0.00	35.91

Segment Leq : 35.91 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.45	2.45

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.94	0.00	-18.96	-0.97	0.00	0.00	-9.09	53.93

Segment Leq : 53.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.33	2.33

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	80.14	0.00	-19.33	-0.97	0.00	0.00	-9.44	50.39

Segment Leq : 50.39 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 1.46 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.59	0.00	-14.87	-1.46	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Total Leq All Segments: 58.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

ROAD (0.00 + 34.31 + 0.00) = 34.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.06	0.00	-21.40	-1.35	0.00	0.00	0.00	34.31

Segment Leq : 34.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.02 + 0.00) = 28.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.93	0.00	-22.56	-1.35	0.00	0.00	0.00	28.02

Segment Leq : 28.02 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.50	2.50

ROAD (0.00 + 51.76 + 0.00) = 51.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.25	0.00	-17.78	-0.78	0.00	0.00	-8.93	51.76

Segment Leq : 51.76 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.38	!	2.38

ROAD (0.00 + 48.01 + 0.00) = 48.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	76.23	0.00	-18.13	-0.78	0.00	0.00	-9.30	48.01

Segment Leq : 48.01 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 1.46 m

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.21	0.00	-14.30	-1.30	0.00	0.00	0.00	45.60

Segment Leq : 45.60 dBA

Total Leq All Segments: 54.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.51
(NIGHT): 54.03

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16940/1334 veh/TimePeriod *
Medium truck volume : 60/5 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18371
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.35
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6967/461 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7428
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 4246/579 veh/TimePeriod *
Medium truck volume : 15/2 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7209/1466 veh/TimePeriod *
Medium truck volume : 53/11 veh/TimePeriod *
Heavy truck volume : 143/29 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.93
Day (16 hrs) % of Total Volume : 83.10
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 47.40 + 0.00) = 47.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.13	0.00	-16.28	-1.46	0.00	0.00	0.00	47.40

Segment Leq : 47.40 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.72 + 0.00) = 39.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.72	0.00	-19.54	-1.46	0.00	0.00	0.00	39.72

Segment Leq : 39.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.34 + 0.00) = 63.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.20	0.00	-17.44	-1.41	0.00	0.00	0.00	63.34

Segment Leq : 63.34 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

ROAD (0.00 + 59.90 + 0.00) = 59.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.50	0.00	-18.18	-1.41	0.00	0.00	0.00	59.90

Segment Leq : 59.90 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.64 m

ROAD (0.00 + 38.72 + 0.00) = 38.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-18.92	-1.46	0.00	0.00	0.00	38.72

Segment Leq : 38.72 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.18 m

ROAD (0.00 + 45.42 + 0.00) = 45.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-17.15	-1.46	0.00	0.00	0.00	45.42

Segment Leq : 45.42 dBA

Total Leq All Segments: 65.11 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

ROAD (0.00 + 39.91 + 0.00) = 39.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.06	0.00	-15.80	-1.35	0.00	0.00	0.00	39.91

Segment Leq : 39.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.65 + 0.00) = 31.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.93	0.00	-18.92	-1.35	0.00	0.00	0.00	31.65

Segment Leq : 31.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.47 + 0.00) = 60.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.32	0.00	-16.60	-1.25	0.00	0.00	0.00	60.47

Segment Leq : 60.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.93	0.00	-17.28	-1.26	0.00	0.00	0.00	57.39

Segment Leq : 57.39 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.64 m

ROAD (0.00 + 33.83 + 0.00) = 33.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.46	0.00	-18.28	-1.35	0.00	0.00	0.00	33.83

Segment Leq : 33.83 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.18 m

ROAD (0.00 + 42.36 + 0.00) = 42.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.12	0.00	-16.44	-1.32	0.00	0.00	0.00	42.36

Segment Leq : 42.36 dBA

Total Leq All Segments: 62.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.11
(NIGHT): 62.29

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16940/1334 veh/TimePeriod *
Medium truck volume : 60/5 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18371
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.35
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6967/461 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7428
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.80

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 4246/579 veh/TimePeriod *
Medium truck volume : 15/2 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7209/1466 veh/TimePeriod *
Medium truck volume : 53/11 veh/TimePeriod *
Heavy truck volume : 143/29 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.93
Day (16 hrs) % of Total Volume : 83.10

```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.13	0.00	-16.38	-1.46	0.00	0.00	0.00	47.30

Segment Leq : 47.30 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.72	0.00	-18.83	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.50 + 0.00) = 63.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.20	0.00	-17.28	-1.41	0.00	0.00	0.00	63.50

Segment Leq : 63.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

ROAD (0.00 + 60.09 + 0.00) = 60.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.50	0.00	-18.00	-1.41	0.00	0.00	0.00	60.09

Segment Leq : 60.09 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.64 m

ROAD (0.00 + 39.08 + 0.00) = 39.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-18.56	-1.46	0.00	0.00	0.00	39.08

Segment Leq : 39.08 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.18 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-17.28	-1.46	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Total Leq All Segments: 65.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

ROAD (0.00 + 39.81 + 0.00) = 39.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.06	0.00	-15.89	-1.35	0.00	0.00	0.00	39.81

Segment Leq : 39.81 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.32 + 0.00) = 32.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.93	0.00	-18.25	-1.35	0.00	0.00	0.00	32.32

Segment Leq : 32.32 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.62 + 0.00) = 60.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.32	0.00	-16.44	-1.25	0.00	0.00	0.00	60.62

Segment Leq : 60.62 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

ROAD (0.00 + 57.56 + 0.00) = 57.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	75.93	0.00	-17.11	-1.26	0.00	0.00	0.00	57.56

Segment Leq : 57.56 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.64 m

ROAD (0.00 + 34.17 + 0.00) = 34.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.46	0.00	-17.94	-1.35	0.00	0.00	0.00	34.17

Segment Leq : 34.17 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.18 m

ROAD (0.00 + 42.23 + 0.00) = 42.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.12	0.00	-16.57	-1.32	0.00	0.00	0.00	42.23

Segment Leq : 42.23 dBA

Total Leq All Segments: 62.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.27
(NIGHT): 62.44

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9710/708 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 150/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10653
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.69
Heavy Truck % of Total Volume : 1.51
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13626/1565 veh/TimePeriod *
Medium truck volume : 52/6 veh/TimePeriod *
Heavy truck volume : 26/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.38
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 89.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 18612/1422 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.59
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 92.90
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.11 m

ROAD (0.00 + 44.51 + 0.00) = 44.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.84	0.00	-18.87	-1.46	0.00	0.00	0.00	44.51

Segment Leq : 44.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.22	0.00	-21.39	-1.46	0.00	0.00	0.00	41.37

Segment Leq : 41.37 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 51.84 + 0.00) = 51.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.20	0.00	-14.57	-0.57	0.00	0.00	-15.22	51.84

Segment Leq : 51.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	1.50	!	2.50	!	2.50

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.50	0.00	-14.99	-0.57	0.00	0.00	-15.28	48.66

Segment Leq : 48.66 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 37.83 + 0.00) = 37.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.48	0.00	-21.20	-1.46	0.00	0.00	0.00	37.83

Segment Leq : 37.83 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.62 m

ROAD (0.00 + 38.88 + 0.00) = 38.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.46	0.00	-19.12	-1.46	0.00	0.00	0.00	38.88

Segment Leq : 38.88 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.73 m

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.79	0.00	-5.68	-1.46	0.00	0.00	0.00	56.65

Segment Leq : 56.65 dBA

Total Leq All Segments: 58.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.11 m

ROAD (0.00 + 37.35 + 0.00) = 37.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.48	0.00	-17.81	-1.32	0.00	0.00	0.00	37.35

Segment Leq : 37.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 36.05 + 0.00) = 36.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.83	0.00	-20.43	-1.35	0.00	0.00	0.00	36.05

Segment Leq : 36.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.32	0.00	-13.41	-0.34	0.00	0.00	-15.08	49.49

Segment Leq : 49.49 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.56	2.56

ROAD (0.00 + 46.65 + 0.00) = 46.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.93	0.00	-13.78	-0.35	0.00	0.00	-15.15	46.65

Segment Leq : 46.65 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 34.26 + 0.00) = 34.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.92	0.00	-20.31	-1.35	0.00	0.00	0.00	34.26

Segment Leq : 34.26 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 36.64 + 0.00) = 36.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.27	0.00	-18.28	-1.35	0.00	0.00	0.00	36.64

Segment Leq : 36.64 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.73 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.60	0.00	-2.33	-1.34	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Total Leq All Segments: 54.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.72
(NIGHT): 54.88

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9710/708 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 150/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10653
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.69
Heavy Truck % of Total Volume : 1.51
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13629/1565 veh/TimePeriod *
Medium truck volume : 49/6 veh/TimePeriod *
Heavy truck volume : 26/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 89.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 18612/1422 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.59
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 92.90

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.11 m

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.84	0.00	-17.27	-1.46	0.00	0.00	0.00	46.11

Segment Leq : 46.11 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 42.60 + 0.00) = 42.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.21	0.00	-20.15	-1.46	0.00	0.00	0.00	42.60

Segment Leq : 42.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.57	2.57

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.20	0.00	-13.53	-0.57	0.00	0.00	-15.18	52.92

Segment Leq : 52.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.52	2.52

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.50	0.00	-14.00	-0.57	0.00	0.00	-15.24	49.68

Segment Leq : 49.68 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.50 m

ROAD (0.00 + 39.07 + 0.00) = 39.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.48	0.00	-19.95	-1.46	0.00	0.00	0.00	39.07

Segment Leq : 39.07 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.62 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.46	0.00	-17.58	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.73 m

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.79	0.00	-5.68	-1.46	0.00	0.00	0.00	56.65

Segment Leq : 56.65 dBA

Total Leq All Segments: 59.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.11 m

ROAD (0.00 + 38.88 + 0.00) = 38.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.48	0.00	-16.28	-1.32	0.00	0.00	0.00	38.88

Segment Leq : 38.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 37.29 + 0.00) = 37.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.83	0.00	-19.19	-1.35	0.00	0.00	0.00	37.29

Segment Leq : 37.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.66	!	2.66

ROAD (0.00 + 50.57 + 0.00) = 50.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.32	0.00	-12.40	-0.34	0.00	0.00	-15.01	50.57

Segment Leq : 50.57 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 47.64 + 0.00) = 47.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.93	0.00	-12.85	-0.35	0.00	0.00	-15.09	47.64

Segment Leq : 47.64 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.50 m

ROAD (0.00 + 35.51 + 0.00) = 35.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.92	0.00	-19.05	-1.35	0.00	0.00	0.00	35.51

Segment Leq : 35.51 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.27	0.00	-16.65	-1.35	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.73 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.60	0.00	-2.33	-1.34	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Total Leq All Segments: 55.46 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.19
(NIGHT): 55.46

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 18612/1422 veh/TimePeriod *
Medium truck volume : 111/8 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.59
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 119.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 57.27 + 0.00) = 57.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.54	0.00	-6.27	0.00	0.00	0.00	0.00	57.27

Segment Leq : 57.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 53.78 + 0.00) = 53.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-9.65	0.00	0.00	0.00	0.00	53.78

Segment Leq : 53.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.20	0.00	-7.71	0.00	0.00	0.00	-14.93	59.56

Segment Leq : 59.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.68	2.68

ROAD (0.00 + 55.93 + 0.00) = 55.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.50	0.00	-8.51	0.00	0.00	0.00	-15.05	55.93

Segment Leq : 55.93 dBA

Results segment # 5: Cousineau (day)

Source height = 0.73 m

ROAD (0.00 + 59.43 + 0.00) = 59.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.79	0.00	-4.37	0.00	0.00	0.00	0.00	59.43

Segment Leq : 59.43 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.55	0.55

ROAD (0.00 + 36.94 + 0.00) = 36.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.48	0.00	-8.90	0.00	0.00	0.00	-14.64	36.94

Segment Leq : 36.94 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.71	0.71

ROAD (0.00 + 38.40 + 0.00) = 38.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.46	0.00	-7.15	0.00	0.00	0.00	-13.91	38.40

Segment Leq : 38.40 dBA

Total Leq All Segments: 64.71 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 49.54 + 0.00) = 49.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-6.47	0.00	0.00	0.00	0.00	49.54

Segment Leq : 49.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 45.42 + 0.00) = 45.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-9.75	0.00	0.00	0.00	0.00	45.42

Segment Leq : 45.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 55.88 + 0.00) = 55.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.85	0.00	0.00	0.00	-14.58	55.88

Segment Leq : 55.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.82	2.82

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.93	0.00	-8.63	0.00	0.00	0.00	-14.77	52.52

Segment Leq : 52.52 dBA

Results segment # 5: Cousineau (night)

Source height = 0.73 m

ROAD (0.00 + 51.92 + 0.00) = 51.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.60	0.00	-3.68	0.00	0.00	0.00	0.00	51.92

Segment Leq : 51.92 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.59	0.59

ROAD (0.00 + 32.43 + 0.00) = 32.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.92	0.00	-9.01	0.00	0.00	0.00	-14.48	32.43

Segment Leq : 32.43 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.65 ! 4.50 ! 0.80 ! 0.80

ROAD (0.00 + 35.38 + 0.00) = 35.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.27	0.00	-7.31	0.00	0.00	0.00	-13.58	35.38

Segment Leq : 35.38 dBA

Total Leq All Segments: 59.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.71
(NIGHT): 59.30

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10124/2074 veh/TimePeriod *
Medium truck volume : 1000/205 veh/TimePeriod *
Heavy truck volume : 8638/1769 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.06
Heavy Truck % of Total Volume : 43.71
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9160/2011 veh/TimePeriod *
Medium truck volume : 616/135 veh/TimePeriod *
Heavy truck volume : 4458/979 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 31.32
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 18572/1462 veh/TimePeriod *
Medium truck volume : 111/9 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.59
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 6598/1155 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 85.10

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

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Car traffic volume : 4685/1113 veh/TimePeriod *
Medium truck volume : 14/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5824
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 80.80

```

Data for Segment # 7: 401SB on rp (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.50 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 34.30 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 61.97 + 0.00) = 61.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.54	0.00	-1.56	0.00	0.00	0.00	0.00	61.97

Segment Leq : 61.97 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-7.30	0.00	0.00	0.00	0.00	56.14

Segment Leq : 56.14 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 63.03 + 0.00) = 63.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.20	0.00	-4.72	0.00	0.00	0.00	-14.44	63.03

Segment Leq : 63.03 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.91	2.91

ROAD (0.00 + 58.53 + 0.00) = 58.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.50	0.00	-6.20	0.00	0.00	0.00	-14.78	58.53

Segment Leq : 58.53 dBA

Results segment # 5: Cousineau (day)

Source height = 0.73 m

ROAD (0.00 + 59.42 + 0.00) = 59.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.79	0.00	-4.37	0.00	0.00	0.00	0.00	59.42

Segment Leq : 59.42 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.60	0.60

ROAD (0.00 + 35.14 + 0.00) = 35.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.48	0.00	-9.99	-1.19	0.00	0.00	-14.15	35.14

Segment Leq : 35.14 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	1.07	1.07

ROAD (0.00 + 41.18 + 0.00) = 41.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.46	0.00	-6.17	-1.19	0.00	0.00	-10.93	41.18

Segment Leq : 41.18 dBA

Total Leq All Segments: 67.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 53.87 + 0.00) = 53.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-2.13	0.00	0.00	0.00	0.00	53.87

Segment Leq : 53.87 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 47.71 + 0.00) = 47.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-7.46	0.00	0.00	0.00	0.00	47.71

Segment Leq : 47.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 59.57 + 0.00) = 59.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-5.01	0.00	0.00	0.00	-13.74	59.57

Segment Leq : 59.57 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	3.13	3.13

ROAD (0.00 + 55.24 + 0.00) = 55.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.93	0.00	-6.40	0.00	0.00	0.00	-14.28	55.24

Segment Leq : 55.24 dBA

Results segment # 5: Cousineau (night)

Source height = 0.72 m

ROAD (0.00 + 52.05 + 0.00) = 52.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.73	0.00	-3.68	0.00	0.00	0.00	0.00	52.05

Segment Leq : 52.05 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.68	0.68

ROAD (0.00 + 31.38 + 0.00) = 31.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.92	0.00	-9.66	-1.02	0.00	0.00	-13.86	31.38

Segment Leq : 31.38 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.65 ! 4.50 ! 1.44 ! 1.44

ROAD (0.00 + 39.77 + 0.00) = 39.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.27	0.00	-5.84	-1.01	0.00	0.00	-9.65	39.77

Segment Leq : 39.77 dBA

Total Leq All Segments: 62.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.48
(NIGHT): 62.34

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 50.82 + 0.00) = 50.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-11.26	-1.46	0.00	0.00	0.00	50.82

Segment Leq : 50.82 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 46.44 + 0.00) = 46.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-15.54	-1.46	0.00	0.00	0.00	46.44

Segment Leq : 46.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.46 + 0.00) = 68.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.70	0.00	-12.82	-1.41	0.00	0.00	0.00	68.46

Segment Leq : 68.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

ROAD (0.00 + 65.36 + 0.00) = 65.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.89	0.00	-14.12	-1.42	0.00	0.00	0.00	65.36

Segment Leq : 65.36 dBA

Total Leq All Segments: 70.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 43.70 + 0.00) = 43.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.00	0.00	-10.99	-1.32	0.00	0.00	0.00	43.70

Segment Leq : 43.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 38.85 + 0.00) = 38.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.17	0.00	-14.99	-1.33	0.00	0.00	0.00	38.85

Segment Leq : 38.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 65.48 + 0.00) = 65.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.07	0.00	-12.33	-1.25	0.00	0.00	0.00	65.48

Segment Leq : 65.48 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

ROAD (0.00 + 62.79 + 0.00) = 62.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.57	0.00	-13.52	-1.26	0.00	0.00	0.00	62.79

Segment Leq : 62.79 dBA

Total Leq All Segments: 67.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.26
(NIGHT): 67.38

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-4.10	-1.46	0.00	0.00	0.00	57.98

Segment Leq : 57.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 49.60 + 0.00) = 49.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-12.38	-1.46	0.00	0.00	0.00	49.60

Segment Leq : 49.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 73.11 + 0.00) = 73.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.70	0.00	-8.17	-1.41	0.00	0.00	0.00	73.11

Segment Leq : 73.11 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

ROAD (0.00 + 69.01 + 0.00) = 69.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.89	0.00	-10.47	-1.42	0.00	0.00	0.00	69.01

Segment Leq : 69.01 dBA

Total Leq All Segments: 74.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.00	0.00	-4.64	-1.32	0.00	0.00	0.00	50.05

Segment Leq : 50.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 41.79 + 0.00) = 41.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.17	0.00	-12.06	-1.33	0.00	0.00	0.00	41.79

Segment Leq : 41.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 69.68 + 0.00) = 69.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.07	0.00	-8.13	-1.25	0.00	0.00	0.00	69.68

Segment Leq : 69.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

ROAD (0.00 + 66.12 + 0.00) = 66.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.57	0.00	-10.19	-1.26	0.00	0.00	0.00	66.12

Segment Leq : 66.12 dBA

Total Leq All Segments: 71.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.65
(NIGHT): 71.30

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 27714/2182 veh/TimePeriod *
Medium truck volume : 393/31 veh/TimePeriod *
Heavy truck volume : 195/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-9.81	-1.46	0.00	0.00	0.00	52.27

Segment Leq : 52.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 42.38 + 0.00) = 42.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-19.60	-1.46	0.00	0.00	0.00	42.38

Segment Leq : 42.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 55.88 + 0.00) = 55.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.70	0.00	-11.19	-0.57	0.00	0.00	-15.07	55.88

Segment Leq : 55.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.56	2.56

ROAD (0.00 + 53.19 + 0.00) = 53.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.89	0.00	-11.92	-0.57	0.00	0.00	-15.21	53.19

Segment Leq : 53.19 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.89 + 0.00) = 57.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.58	0.00	-9.23	-1.46	0.00	0.00	0.00	57.89

Segment Leq : 57.89 dBA

Total Leq All Segments: 61.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 44.38 + 0.00) = 44.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.00	0.00	-10.17	-1.46	0.00	0.00	0.00	44.38

Segment Leq : 44.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 34.01 + 0.00) = 34.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.17	0.00	-19.70	-1.46	0.00	0.00	0.00	34.01

Segment Leq : 34.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.66	2.66

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.07	0.00	-11.32	-0.57	0.00	0.00	-15.07	52.11

Segment Leq : 52.11 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.57	0.00	-12.03	-0.57	0.00	0.00	-15.21	49.76

Segment Leq : 49.76 dBA

Results segment # 5: Howard (night)

Source height = 0.91 m

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-9.62	-1.46	0.00	0.00	0.00	49.45

Segment Leq : 49.45 dBA

Total Leq All Segments: 55.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.45
(NIGHT): 55.74

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 27714/2182 veh/TimePeriod *
Medium truck volume : 393/31 veh/TimePeriod *
Heavy truck volume : 195/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

ROAD (0.00 + 52.65 + 0.00) = 52.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.54	0.00	-9.43	-1.46	0.00	0.00	0.00	52.65

Segment Leq : 52.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

ROAD (0.00 + 42.60 + 0.00) = 42.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.44	0.00	-19.38	-1.46	0.00	0.00	0.00	42.60

Segment Leq : 42.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 56.06 + 0.00) = 56.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.70	0.00	-11.02	-0.57	0.00	0.00	-15.05	56.06

Segment Leq : 56.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.57	2.57

ROAD (0.00 + 53.35 + 0.00) = 53.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.89	0.00	-11.77	-0.57	0.00	0.00	-15.20	53.35

Segment Leq : 53.35 dBA

Results segment # 5: Howard (day)

Source height = 0.91 m

ROAD (0.00 + 57.89 + 0.00) = 57.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.58	0.00	-9.23	-1.46	0.00	0.00	0.00	57.89

Segment Leq : 57.89 dBA

Total Leq All Segments: 61.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 44.74 + 0.00) = 44.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.00	0.00	-9.81	-1.46	0.00	0.00	0.00	44.74

Segment Leq : 44.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

ROAD (0.00 + 34.24 + 0.00) = 34.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.17	0.00	-19.47	-1.46	0.00	0.00	0.00	34.24

Segment Leq : 34.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.07	0.00	-11.15	-0.57	0.00	0.00	-15.06	52.29

Segment Leq : 52.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.56	2.56

ROAD (0.00 + 49.91 + 0.00) = 49.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.57	0.00	-11.88	-0.57	0.00	0.00	-15.21	49.91

Segment Leq : 49.91 dBA

Results segment # 5: Howard (night)

Source height = 0.91 m

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-9.62	-1.46	0.00	0.00	0.00	49.45

Segment Leq : 49.45 dBA

Total Leq All Segments: 55.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.58
(NIGHT): 55.89

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12694/1134 veh/TimePeriod *
Medium truck volume : 170/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14175/953 veh/TimePeriod *
Medium truck volume : 215/14 veh/TimePeriod *
Heavy truck volume : 107/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 0.74
Day (16 hrs) % of Total Volume : 93.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6470/1868 veh/TimePeriod *
Medium truck volume : 637/184 veh/TimePeriod *
Heavy truck volume : 5335/1540 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.12
Heavy Truck % of Total Volume : 42.88
Day (16 hrs) % of Total Volume : 77.60

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 8399/1145 veh/TimePeriod *
Medium truck volume : 108/15 veh/TimePeriod *
Heavy truck volume : 54/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 27714/2182 veh/TimePeriod *
Medium truck volume : 393/31 veh/TimePeriod *
Heavy truck volume : 195/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 92.70
  
```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 58.51 + 0.00) = 58.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.11	0.00	-6.60	0.00	0.00	0.00	0.00	58.51

Segment Leq : 58.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.77	0.00	-12.45	0.00	0.00	0.00	0.00	53.33

Segment Leq : 53.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 65.65 + 0.00) = 65.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-8.26	0.00	0.00	0.00	-8.79	65.65

Segment Leq : 65.65 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 62.29 + 0.00) = 62.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-8.98	0.00	0.00	0.00	-8.85	62.29

Segment Leq : 62.29 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	0.95	!	0.95

ROAD (0.00 + 38.13 + 0.00) = 38.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.26	0.00	-9.63	0.00	0.00	0.00	-15.49	38.13

Segment Leq : 38.13 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.91 m

ROAD (0.00 + 59.51 + 0.00) = 59.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.58	0.00	-9.07	0.00	0.00	0.00	0.00	59.51

Segment Leq : 59.51 dBA

Total Leq All Segments: 68.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-5.27	0.00	0.00	0.00	0.00	52.40

Segment Leq : 52.40 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 44.86 + 0.00) = 44.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.02	0.00	-12.16	0.00	0.00	0.00	0.00	44.86

Segment Leq : 44.86 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 63.67 + 0.00) = 63.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-7.40	0.00	0.00	0.00	-7.99	63.67

Segment Leq : 63.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 61.25 + 0.00) = 61.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.73	0.00	-8.26	0.00	0.00	0.00	-8.22	61.25

Segment Leq : 61.25 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	0.99 !	0.99

ROAD (0.00 + 33.23 + 0.00) = 33.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-9.02	0.00	0.00	0.00	-15.32	33.23

Segment Leq : 33.23 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.91 m

ROAD (0.00 + 51.54 + 0.00) = 51.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.53	0.00	-8.99	0.00	0.00	0.00	0.00	51.54

Segment Leq : 51.54 dBA

Total Leq All Segments: 66.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.57
(NIGHT): 66.03

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: 401NB off rp (day/night)

Car traffic volume : 15855/3433 veh/TimePeriod *
Medium truck volume : 851/184 veh/TimePeriod *
Heavy truck volume : 6051/1310 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 26.59
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 1: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 401SB On Rp (day/night)

Car traffic volume : 12083/6041 veh/TimePeriod
Medium truck volume : 906/453 veh/TimePeriod
Heavy truck volume : 7655/3827 veh/TimePeriod
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: 401SB On Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 401NB off rp (day)

Source height = 2.27 m

ROAD (0.00 + 64.60 + 0.00) = 64.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.92	0.00	-14.90	-1.42	0.00	0.00	0.00	64.60

Segment Leq : 64.60 dBA

Results segment # 2: 401SB On Rp (day)

Source height = 2.40 m

ROAD (0.00 + 66.39 + 0.00) = 66.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.74	0.00	-13.93	-1.41	0.00	0.00	0.00	66.39

Segment Leq : 66.39 dBA

Total Leq All Segments: 68.60 dBA

Results segment # 1: 401NB off rp (night)

Source height = 2.27 m

ROAD (0.00 + 61.78 + 0.00) = 61.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.28	0.00	-14.24	-1.26	0.00	0.00	0.00	61.78

Segment Leq : 61.78 dBA

Results segment # 2: 401SB On Rp (night)

Source height = 2.40 m

ROAD (0.00 + 67.13 + 0.00) = 67.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	81.74	0.00	-13.35	-1.25	0.00	0.00	0.00	67.13

Segment Leq : 67.13 dBA

Total Leq All Segments: 68.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.60
(NIGHT): 68.24

**APPENDIX B.3.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1B 2015**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33880/3928 veh/TimePeriod *
Medium truck volume : 316/37 veh/TimePeriod *
Heavy truck volume : 158/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 89.61

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Labelle St (day/night)

```

-----
Car traffic volume : 4528/491 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.21
  
```

Data for Segment # 6: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
  
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 46.06 + 0.00) = 46.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	68.90	0.00	-7.68	-1.24	0.00	0.00	-13.92	46.06

Segment Leq : 46.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.42	0.00	-9.05	0.00	0.00	0.00	-16.02	55.34

Segment Leq : 55.34 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-8.26	0.00	0.00	0.00	-15.97	52.95

Segment Leq : 52.95 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	1.50	!	-0.50	!	1.50

ROAD (0.00 + 45.83 + 0.00) = 45.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-11.16	0.00	0.00	0.00	-13.52	45.83

Segment Leq : 45.83 dBA

Results segment # 6: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 31.13 + 0.00) = 31.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.62	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.13

Segment Leq : 31.13 dBA

Total Leq All Segments: 57.93 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.37 + 0.00) = 38.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-10.96	0.00	0.00	0.00	-4.96	33.41*
-90	90	0.00	49.32	0.00	-10.96	0.00	0.00	0.00	0.00	38.37

* Bright Zone !

Segment Leq : 38.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 49.65 + 0.00) = 49.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.55	0.00	-6.82	-1.07	0.00	0.00	-5.00	49.65

Segment Leq : 49.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-8.79	0.00	0.00	0.00	-15.81	52.27

Segment Leq : 52.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 51.13 + 0.00) = 51.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-8.04	0.00	0.00	0.00	-15.72	51.13

Segment Leq : 51.13 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	4.50	!	2.55	!	4.55

ROAD (0.00 + 55.70 + 0.00) = 55.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-11.00	0.00	0.00	0.00	99.00	154.70
-90	90	0.00	66.70	0.00	-11.00	0.00	0.00	0.00	0.00	55.70

* Bright Zone !

Segment Leq : 55.70 dBA

Results segment # 6: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 32.95 + 0.00) = 32.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	49.98	0.00	-10.49	-1.09	0.00	0.00	-5.45	32.95

Segment Leq : 32.95 dBA

Total Leq All Segments: 58.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.93
(NIGHT): 58.87

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 33880/3928 veh/TimePeriod *
Medium truck volume : 316/37 veh/TimePeriod *
Heavy truck volume : 158/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 89.61

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401SB on rmp (day/night)

Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 4: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 4528/491 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.21
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.82 ! 1.50 ! -0.56 ! 1.44
  
```

ROAD (0.00 + 46.06 + 0.00) = 46.06 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 68.90 0.00 -7.68 -1.24 0.00 0.00 -13.92 46.06
-----
  
```

Segment Leq : 46.06 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.72	!	2.72

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.42	0.00	-9.05	0.00	0.00	0.00	-16.02	55.34

Segment Leq : 55.34 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-8.26	0.00	0.00	0.00	-15.97	52.95

Segment Leq : 52.95 dBA

Results segment # 4: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.66 !	1.50 !	-0.50 !	1.50

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-10.54	0.00	0.00	0.00	-13.53	46.43

Segment Leq : 46.43 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.13 + 0.00) = 31.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.62	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.13

Segment Leq : 31.13 dBA

Total Leq All Segments: 57.96 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 49.65 + 0.00) = 49.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	62.55	0.00	-6.82	-1.07	0.00	0.00	-5.00	49.65

Segment Leq : 49.65 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-8.79	0.00	0.00	0.00	-15.81	52.27

Segment Leq : 52.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.98	2.98

ROAD (0.00 + 51.13 + 0.00) = 51.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-8.04	0.00	0.00	0.00	-15.72	51.13

Segment Leq : 51.13 dBA

Results segment # 4: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	4.50	2.52	4.52

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-10.41	0.00	0.00	0.00	99.00	155.29
-90	90	0.00	66.70	0.00	-10.41	0.00	0.00	0.00	0.00	56.29

* Bright Zone !

Segment Leq : 56.29 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 32.95 + 0.00) = 32.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	49.98	0.00	-10.49	-1.09	0.00	0.00	-5.45	32.95

Segment Leq : 32.95 dBA

Total Leq All Segments: 59.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.96
(NIGHT): 59.13

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4701/394 veh/TimePeriod *
Medium truck volume : 77/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5220
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.50 / 137.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 12743/2002 veh/TimePeriod *
Medium truck volume : 169/27 veh/TimePeriod *
Heavy truck volume : 84/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15039
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 86.42

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.94 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 38.56 + 0.00) = 38.56 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.10 0.00 -9.53 0.00 0.00 0.00 -13.02 38.56
-----
  
```

Segment Leq : 38.56 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.76 !	1.50 !	-0.70 !	1.30

ROAD (0.00 + 49.50 + 0.00) = 49.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.54	0.00	-1.40	-1.24	0.00	0.00	-14.40	49.50

Segment Leq : 49.50 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.90 !	2.90

ROAD (0.00 + 57.34 + 0.00) = 57.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.42	0.00	-7.19	0.00	0.00	0.00	-15.88	57.34

Segment Leq : 57.34 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.05	!	3.05

ROAD (0.00 + 55.37 + 0.00) = 55.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-6.06	0.00	0.00	0.00	-15.76	55.37

Segment Leq : 55.37 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.17	!	1.17

ROAD (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.11	0.00	-2.98	0.00	0.00	0.00	-14.93	47.20

Segment Leq : 47.20 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.72	1.72

ROAD (0.00 + 47.71 + 0.00) = 47.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-8.88	0.00	0.00	0.00	-13.91	47.71

Segment Leq : 47.71 dBA

Total Leq All Segments: 60.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	2.29	4.29

ROAD (0.00 + 38.57 + 0.00) = 38.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.24	0.00	-9.62	0.00	0.00	0.00	-5.04	38.57

Segment Leq : 38.57 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	4.50 !	1.11 !	3.11

ROAD (0.00 + 47.39 + 0.00) = 47.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	59.17	0.00	-2.26	-1.07	0.00	0.00	-8.45	47.39

Segment Leq : 47.39 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.08 !	3.08

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-7.35	0.00	0.00	0.00	-15.61	53.91

Segment Leq : 53.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.27	!	3.27

ROAD (0.00 + 53.13 + 0.00) = 53.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-6.27	0.00	0.00	0.00	-15.50	53.13

Segment Leq : 53.13 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.31	!	1.31

ROAD (0.00 + 42.34 + 0.00) = 42.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.07	0.00	-3.40	0.00	0.00	0.00	-14.34	42.34

Segment Leq : 42.34 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.76 ! 1.76

ROAD (0.00 + 43.97 + 0.00) = 43.97 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 66.70 0.00 -8.99 0.00 0.00 0.00 -13.74 43.97
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 43.97 dBA

Total Leq All Segments: 57.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.39
(NIGHT): 57.45

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4701/394 veh/TimePeriod *
Medium truck volume : 77/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5220
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 12743/2002 veh/TimePeriod *
Medium truck volume : 169/27 veh/TimePeriod *
Heavy truck volume : 84/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15039
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 86.42

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.94 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 38.81 + 0.00) = 38.81 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.10 0.00 -9.26 0.00 0.00 0.00 -13.03 38.81
-----
  
```

Segment Leq : 38.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.76 !	1.50 !	-0.70 !	1.30

ROAD (0.00 + 49.50 + 0.00) = 49.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.54	0.00	-1.40	-1.24	0.00	0.00	-14.40	49.50

Segment Leq : 49.50 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.95 !	2.95

ROAD (0.00 + 57.79 + 0.00) = 57.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.42	0.00	-6.78	0.00	0.00	0.00	-15.84	57.79

Segment Leq : 57.79 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.13	!	3.13

ROAD (0.00 + 55.98 + 0.00) = 55.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-5.52	0.00	0.00	0.00	-15.68	55.98

Segment Leq : 55.98 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.17	!	1.17

ROAD (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.11	0.00	-2.98	0.00	0.00	0.00	-14.93	47.20

Segment Leq : 47.20 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.73	1.73

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-8.23	0.00	0.00	0.00	-13.89	48.38

Segment Leq : 48.38 dBA

Total Leq All Segments: 60.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	2.28	4.28

ROAD (0.00 + 38.82 + 0.00) = 38.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.24	0.00	-9.36	0.00	0.00	0.00	-5.05	38.82

Segment Leq : 38.82 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	4.50 !	1.11 !	3.11

ROAD (0.00 + 47.39 + 0.00) = 47.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	59.17	0.00	-2.26	-1.07	0.00	0.00	-8.45	47.39

Segment Leq : 47.39 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.15 !	3.15

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-6.96	0.00	0.00	0.00	-15.54	54.37

Segment Leq : 54.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.38	!	3.38

ROAD (0.00 + 53.79 + 0.00) = 53.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-5.76	0.00	0.00	0.00	-15.34	53.79

Segment Leq : 53.79 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.31	!	1.31

ROAD (0.00 + 42.34 + 0.00) = 42.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.07	0.00	-3.40	0.00	0.00	0.00	-14.34	42.34

Segment Leq : 42.34 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.66 ! 4.50 ! 1.78 ! 1.78

ROAD (0.00 + 44.66 + 0.00) = 44.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-8.36	0.00	0.00	0.00	-13.68	44.66

Segment Leq : 44.66 dBA

Total Leq All Segments: 57.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.85
(NIGHT): 57.94

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5079/492 veh/TimePeriod *
Medium truck volume : 20/2 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 91.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5040/375 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.10
Heavy Truck % of Total Volume : 0.05
Day (16 hrs) % of Total Volume : 93.08

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 18290/3818 veh/TimePeriod *
Medium truck volume : 803/168 veh/TimePeriod *
Heavy truck volume : 6076/1268 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30422
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 15023/3055 veh/TimePeriod *
Medium truck volume : 504/103 veh/TimePeriod *
Heavy truck volume : 3212/653 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22550
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 49.00 / 52.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.67 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.67 ! 1.50 ! 1.43 ! 1.43
  
```

ROAD (0.00 + 47.03 + 0.00) = 47.03 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.95 0.00 -7.90 0.00 0.00 0.00 0.00 -5.02 47.03
-----
  
```

Segment Leq : 47.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	1.27	!	1.27

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.49	0.00	-3.74	0.00	0.00	0.00	-5.16	50.59

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	3.07	!	3.07

ROAD (0.00 + 56.31 + 0.00) = 56.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.98	0.00	-6.84	0.00	0.00	0.00	-17.82	56.31

Segment Leq : 56.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.03	!	1.50	!	3.19	!	3.19

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.49	0.00	-5.60	0.00	0.00	0.00	-17.77	55.12

Segment Leq : 55.12 dBA

Total Leq All Segments: 59.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.67	!	4.50	!	4.06	!	4.06

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.84	0.00	-8.04	0.00	0.00	0.00	-0.26	44.54*
-90	90	0.00	52.84	0.00	-8.04	0.00	0.00	0.00	0.00	44.80

* Bright Zone !

Segment Leq : 44.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.15	3.15

ROAD (0.00 + 46.94 + 0.00) = 46.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.04	0.00	-4.09	0.00	0.00	0.00	-0.59	46.35*
-90	90	0.00	51.04	0.00	-4.09	0.00	0.00	0.00	0.00	46.94

* Bright Zone !

Segment Leq : 46.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	3.26	3.26

ROAD (0.00 + 52.47 + 0.00) = 52.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-7.02	0.00	0.00	0.00	-17.70	52.47

Segment Leq : 52.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.03 ! 4.50 ! 3.42 ! 3.42

ROAD (0.00 + 51.15 + 0.00) = 51.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.59	0.00	-5.84	0.00	0.00	0.00	-17.60	51.15

Segment Leq : 51.15 dBA

Total Leq All Segments: 55.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.63
(NIGHT): 55.87

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8469/607 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 163/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9334
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 1.87
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13189/1405 veh/TimePeriod *
Medium truck volume : 74/8 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14718
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.37

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9046/765 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.17 m

ROAD (0.00 + 44.90 + 0.00) = 44.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.72	0.00	-18.36	-1.46	0.00	0.00	0.00	44.90

Segment Leq : 44.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.33	0.00	-14.59	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-12.65	-0.57	0.00	0.00	-15.14	51.20

Segment Leq : 51.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	1.50	!	2.48	!	2.48

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-12.09	-0.58	0.00	0.00	-15.32	49.42

Segment Leq : 49.42 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.66	0.66

ROAD (0.00 + 30.82 + 0.00) = 30.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.37	0.00	-14.32	-1.19	0.00	0.00	-14.05	30.82

Segment Leq : 30.82 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.67	0.67

ROAD (0.00 + 27.98 + 0.00) = 27.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.26	0.00	-16.06	-1.19	0.00	0.00	-14.03	27.98

Segment Leq : 27.98 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.84 + 0.00) = 40.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.63	0.00	-17.33	-1.46	0.00	0.00	0.00	40.84

Segment Leq : 40.84 dBA

Total Leq All Segments: 55.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 37.45 + 0.00) = 37.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.35	0.00	-17.58	-1.32	0.00	0.00	0.00	37.45

Segment Leq : 37.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 42.04 + 0.00) = 42.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.62	0.00	-14.24	-1.34	0.00	0.00	0.00	42.04

Segment Leq : 42.04 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 48.71 + 0.00) = 48.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-11.80	-0.34	0.00	0.00	-14.96	48.71

Segment Leq : 48.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 46.29 + 0.00) = 46.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-11.29	-0.35	0.00	0.00	-15.11	46.29

Segment Leq : 46.29 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.55	!	4.50	!	0.64	!	0.64

ROAD (0.00 + 27.27 + 0.00) = 27.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.03	0.00	-13.71	-1.02	0.00	0.00	-14.03	27.27

Segment Leq : 27.27 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.73 !	0.73

ROAD (0.00 + 25.91 + 0.00) = 25.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.99	0.00	-15.23	-1.01	0.00	0.00	-13.84	25.91

Segment Leq : 25.91 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.02 + 0.00) = 34.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.91	0.00	-16.53	-1.35	0.00	0.00	0.00	34.02

Segment Leq : 34.02 dBA

Total Leq All Segments: 51.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.20
(NIGHT): 51.52

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8469/607 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 163/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9334
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 1.87
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13189/1405 veh/TimePeriod *
Medium truck volume : 74/8 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14718
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.37

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9046/765 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.17 m

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.72	0.00	-19.79	-1.46	0.00	0.00	0.00	43.47

Segment Leq : 43.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 45.56 + 0.00) = 45.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.33	0.00	-17.31	-1.46	0.00	0.00	0.00	45.56

Segment Leq : 45.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.56	2.56

ROAD (0.00 + 49.93 + 0.00) = 49.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-13.86	-0.57	0.00	0.00	-15.19	49.93

Segment Leq : 49.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.43	2.43

ROAD (0.00 + 47.97 + 0.00) = 47.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-13.47	-0.58	0.00	0.00	-15.38	47.97

Segment Leq : 47.97 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.65	0.65

ROAD (0.00 + 28.74 + 0.00) = 28.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.37	0.00	-16.36	-1.19	0.00	0.00	-14.09	28.74

Segment Leq : 28.74 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.66	0.66

ROAD (0.00 + 26.58 + 0.00) = 26.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.26	0.00	-17.44	-1.19	0.00	0.00	-14.05	26.58

Segment Leq : 26.58 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.84 + 0.00) = 40.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.63	0.00	-17.33	-1.46	0.00	0.00	0.00	40.84

Segment Leq : 40.84 dBA

Total Leq All Segments: 53.67 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 36.08 + 0.00) = 36.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.35	0.00	-18.95	-1.32	0.00	0.00	0.00	36.08

Segment Leq : 36.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.62	0.00	-16.82	-1.34	0.00	0.00	0.00	39.46

Segment Leq : 39.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 47.48 + 0.00) = 47.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-12.93	-0.34	0.00	0.00	-15.05	47.48

Segment Leq : 47.48 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	4.50	!	2.51	!	2.51

ROAD (0.00 + 44.89 + 0.00) = 44.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-12.57	-0.35	0.00	0.00	-15.23	44.89

Segment Leq : 44.89 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.55	!	4.50	!	0.62	!	0.62

ROAD (0.00 + 25.37 + 0.00) = 25.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.03	0.00	-15.54	-1.02	0.00	0.00	-14.11	25.37

Segment Leq : 25.37 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.66	!	4.50	!	0.72	!	0.72

ROAD (0.00 + 24.60 + 0.00) = 24.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	55.99	0.00	-16.50	-1.01	0.00	0.00	-13.88	24.60

Segment Leq : 24.60 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.02 + 0.00) = 34.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.91	0.00	-16.53	-1.35	0.00	0.00	0.00	34.02

Segment Leq : 34.02 dBA

Total Leq All Segments: 50.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.67
(NIGHT): 50.12

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11737/2491 veh/TimePeriod *
Medium truck volume : 562/119 veh/TimePeriod *
Heavy truck volume : 3905/829 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9046/765 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.20	0.00	-9.46	0.00	0.00	0.00	0.00	54.74

Segment Leq : 54.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 55.10 + 0.00) = 55.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-6.96	0.00	0.00	0.00	0.00	55.10

Segment Leq : 55.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.36	!	1.50	!	2.61	!	2.61

ROAD (0.00 + 58.10 + 0.00) = 58.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-8.75	0.00	0.00	0.00	-13.55	58.10

Segment Leq : 58.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	2.52	!	2.52

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-7.99	0.00	0.00	0.00	-13.72	57.36

Segment Leq : 57.36 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.75	0.75

ROAD (0.00 + 35.48 + 0.00) = 35.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-7.62	0.00	0.00	0.00	-17.27	35.48

Segment Leq : 35.48 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.73	0.73

ROAD (0.00 + 32.94 + 0.00) = 32.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.26	0.00	-9.02	0.00	0.00	0.00	-17.30	32.94

Segment Leq : 32.94 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.63	0.00	0.00	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 64.37 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 48.05 + 0.00) = 48.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-9.05	0.00	0.00	0.00	0.00	48.05

Segment Leq : 48.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 47.62 + 0.00) = 47.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-6.20	0.00	0.00	0.00	0.00	47.62

Segment Leq : 47.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.81	2.81

ROAD (0.00 + 55.48 + 0.00) = 55.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-8.26	0.00	0.00	0.00	-13.14	55.48

Segment Leq : 55.48 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	4.50	!	2.77	!	2.77

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.36	0.00	-7.40	0.00	0.00	0.00	-13.21	54.74

Segment Leq : 54.74 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.55	!	4.50	!	0.79	!	0.79

ROAD (0.00 + 31.91 + 0.00) = 31.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.03	0.00	-6.98	0.00	0.00	0.00	-17.15	31.91

Segment Leq : 31.91 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.83 !	0.83

ROAD (0.00 + 30.28 + 0.00) = 30.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.99	0.00	-8.52	0.00	0.00	0.00	-17.18	30.28

Segment Leq : 30.28 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.12 + 0.00) = 51.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.91	0.00	-0.79	0.00	0.00	0.00	0.00	51.12

Segment Leq : 51.12 dBA

Total Leq All Segments: 59.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.37
(NIGHT): 59.57

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 151.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9046/765 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 53.47 + 0.00) = 53.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.20	0.00	-10.73	0.00	0.00	0.00	0.00	53.47

Segment Leq : 53.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-8.86	0.00	0.00	0.00	0.00	53.20

Segment Leq : 53.20 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-10.18	0.00	0.00	0.00	-13.65	56.57

Segment Leq : 56.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.43 !	2.43

ROAD (0.00 + 55.57 + 0.00) = 55.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-9.65	0.00	0.00	0.00	-13.86	55.57

Segment Leq : 55.57 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.70	0.70

ROAD (0.00 + 33.68 + 0.00) = 33.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-9.37	0.00	0.00	0.00	-17.32	33.68

Segment Leq : 33.68 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.70	0.70

ROAD (0.00 + 31.55 + 0.00) = 31.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.26	0.00	-10.38	0.00	0.00	0.00	-17.33	31.55

Segment Leq : 31.55 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.63 + 0.00) = 59.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.63	0.00	0.00	0.00	0.00	0.00	0.00	59.63

Segment Leq : 59.63 dBA

Total Leq All Segments: 63.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-10.43	0.00	0.00	0.00	0.00	46.67

Segment Leq : 46.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-8.39	0.00	0.00	0.00	0.00	45.43

Segment Leq : 45.43 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.67	2.67

ROAD (0.00 + 53.66 + 0.00) = 53.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-9.84	0.00	0.00	0.00	-13.38	53.66

Segment Leq : 53.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	2.58 !	2.58

ROAD (0.00 + 52.59 + 0.00) = 52.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.36	0.00	-9.23	0.00	0.00	0.00	-13.55	52.59

Segment Leq : 52.59 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.55 !	4.50 !	0.70 !	0.70

ROAD (0.00 + 29.82 + 0.00) = 29.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.03	0.00	-8.95	0.00	0.00	0.00	-17.26	29.82

Segment Leq : 29.82 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.78 !	0.78

ROAD (0.00 + 28.70 + 0.00) = 28.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.99	0.00	-10.05	0.00	0.00	0.00	-17.24	28.70

Segment Leq : 28.70 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.12 + 0.00) = 51.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.91	0.00	-0.79	0.00	0.00	0.00	0.00	51.12

Segment Leq : 51.12 dBA

Total Leq All Segments: 57.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.36
(NIGHT): 57.97

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 343.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.50 / 285.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 341.50 / 323.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 336.00 / -8.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 323.50 / 305.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 318.00 / 300.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 39.82 + 0.00) = 39.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-22.92	-1.46	0.00	0.00	0.00	39.82

Segment Leq : 39.82 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.93 + 0.00) = 38.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-21.68	-1.46	0.00	0.00	0.00	38.93

Segment Leq : 38.93 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.47	2.47

ROAD (0.00 + 48.10 + 0.00) = 48.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.40	0.00	-15.67	-0.42	0.00	0.00	-16.21	48.10

Segment Leq : 48.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.34	2.34

ROAD (0.00 + 46.88 + 0.00) = 46.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.08	0.00	-15.45	-0.43	0.00	0.00	-16.32	46.88

Segment Leq : 46.88 dBA

Total Leq All Segments: 51.16 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 34.37 + 0.00) = 34.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.10	0.00	-21.41	-1.31	0.00	0.00	0.00	34.37

Segment Leq : 34.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.16 + 0.00) = 32.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.82	0.00	-20.33	-1.34	0.00	0.00	0.00	32.16

Segment Leq : 32.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	12.75	12.75

ROAD (0.00 + 55.02 + 0.00) = 55.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.88	0.00	-14.19	-0.18	0.00	0.00	99.00	161.50
-90	90	0.54	76.88	0.00	-20.60	-1.26	0.00	0.00	0.00	55.02

* Bright Zone !

Segment Leq : 55.02 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.22 ! 4.50 ! 2.40 ! 2.40

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.36	0.00	-13.99	-0.20	0.00	0.00	-16.25	44.93

Segment Leq : 44.93 dBA

Total Leq All Segments: 55.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.16
(NIGHT): 55.48

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 375.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 358.00 / 340.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 39.03 + 0.00) = 39.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-23.72	-1.46	0.00	0.00	0.00	39.03

Segment Leq : 39.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.12 + 0.00) = 38.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-22.49	-1.46	0.00	0.00	0.00	38.12

Segment Leq : 38.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.46	2.46

ROAD (0.00 + 47.55 + 0.00) = 47.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.40	0.00	-16.21	-0.42	0.00	0.00	-16.22	47.55

Segment Leq : 47.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.33	2.33

ROAD (0.00 + 46.28 + 0.00) = 46.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.08	0.00	-16.04	-0.43	0.00	0.00	-16.33	46.28

Segment Leq : 46.28 dBA

Total Leq All Segments: 50.56 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 33.60 + 0.00) = 33.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.10	0.00	-22.18	-1.31	0.00	0.00	0.00	33.60

Segment Leq : 33.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 31.32 + 0.00) = 31.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.82	0.00	-21.17	-1.34	0.00	0.00	0.00	31.32

Segment Leq : 31.32 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.51	2.51

ROAD (0.00 + 45.79 + 0.00) = 45.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.88	0.00	-14.73	-0.18	0.00	0.00	-16.16	45.79

Segment Leq : 45.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.22 ! 4.50 ! 2.38 ! 2.38

ROAD (0.00 + 44.34 + 0.00) = 44.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.36	0.00	-14.56	-0.20	0.00	0.00	-16.27	44.34

Segment Leq : 44.34 dBA

Total Leq All Segments: 48.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.56
(NIGHT): 48.37

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 14818/1095 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.12
    
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.34 ! 1.50 ! -1.03 ! 1.47
    
```

ROAD (0.00 + 44.84 + 0.00) = 44.84 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.20 0.00 -9.40 0.00 0.00 0.00 -9.96 44.84
-----
    
```

Segment Leq : 44.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-1.25 !	1.25

ROAD (0.00 + 44.75 + 0.00) = 44.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-6.20	0.00	0.00	0.00	-11.12	44.75

Segment Leq : 44.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.67 !	2.67

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-8.63	0.00	0.00	0.00	-15.07	56.70

Segment Leq : 56.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	2.59	!	2.59

ROAD (0.00 + 56.04 + 0.00) = 56.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-7.85	0.00	0.00	0.00	-15.19	56.04

Segment Leq : 56.04 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-10.62	0.00	0.00	0.00	-9.90	45.11

Segment Leq : 45.11 dBA

Total Leq All Segments: 59.83 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.35 !	4.50 !	1.36 !	3.86

ROAD (0.00 + 41.80 + 0.00) = 41.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-9.49	0.00	0.00	0.00	-5.80	41.80

Segment Leq : 41.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	0.51 !	3.01

ROAD (0.00 + 39.72 + 0.00) = 39.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-6.40	0.00	0.00	0.00	-7.70	39.72

Segment Leq : 39.72 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.81 !	2.81

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-8.75	0.00	0.00	0.00	-14.80	53.33

Segment Leq : 53.33 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	2.76 !	2.76

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.36	0.00	-7.99	0.00	0.00	0.00	-14.87	52.50

Segment Leq : 52.50 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.31 + 0.00) = 41.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-10.41	0.00	0.00	0.00	-5.65	41.31

Segment Leq : 41.31 dBA

Total Leq All Segments: 56.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.83
(NIGHT): 56.35

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 14818/1095 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.12
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.34 ! 1.50 ! -1.03 ! 1.47
  
```

ROAD (0.00 + 44.62 + 0.00) = 44.62 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.20 0.00 -9.65 0.00 0.00 0.00 -9.92 44.62
-----
  
```

Segment Leq : 44.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-1.25 !	1.25

ROAD (0.00 + 44.75 + 0.00) = 44.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-6.20	0.00	0.00	0.00	-11.12	44.75

Segment Leq : 44.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.64 !	2.64

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-9.01	0.00	0.00	0.00	-15.10	56.29

Segment Leq : 56.29 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.56 !	2.56

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-8.30	0.00	0.00	0.00	-15.24	55.54

Segment Leq : 55.54 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-10.62	0.00	0.00	0.00	-9.90	45.11

Segment Leq : 45.11 dBA

Total Leq All Segments: 59.42 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.35 !	4.50 !	1.40 !	3.90

ROAD (0.00 + 41.60 + 0.00) = 41.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-9.75	0.00	0.00	0.00	-5.75	41.60

Segment Leq : 41.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	0.51 !	3.01

ROAD (0.00 + 39.72 + 0.00) = 39.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-6.40	0.00	0.00	0.00	-7.70	39.72

Segment Leq : 39.72 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.77 !	2.77

ROAD (0.00 + 52.91 + 0.00) = 52.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-9.12	0.00	0.00	0.00	-14.85	52.91

Segment Leq : 52.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	2.70 !	2.70

ROAD (0.00 + 51.99 + 0.00) = 51.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.36	0.00	-8.43	0.00	0.00	0.00	-14.94	51.99

Segment Leq : 51.99 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.31 + 0.00) = 41.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-10.41	0.00	0.00	0.00	-5.65	41.31

Segment Leq : 41.31 dBA

Total Leq All Segments: 55.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.42
(NIGHT): 55.92

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10868/954 veh/TimePeriod *
Medium truck volume : 145/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12495/852 veh/TimePeriod *
Medium truck volume : 177/12 veh/TimePeriod *
Heavy truck volume : 88/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4644/1273 veh/TimePeriod *
Medium truck volume : 393/108 veh/TimePeriod *
Heavy truck volume : 3275/897 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.73
Heavy Truck % of Total Volume : 39.40
Day (16 hrs) % of Total Volume : 78.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 14818/1095 veh/TimePeriod *
Medium truck volume : 178/13 veh/TimePeriod *
Heavy truck volume : 89/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 93.12

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB onramp (day/night)

```

-----
Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00
  
```

Data for Segment # 6: 401NB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 38.19 + 0.00) = 38.19 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.50 64.44 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.19
-----
  
```

Segment Leq : 38.19 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.35 !	1.35

ROAD (0.00 + 47.96 + 0.00) = 47.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.12	0.00	-7.75	-1.17	0.00	0.00	-8.24	47.96

Segment Leq : 47.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 60.71 + 0.00) = 60.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-10.61	0.00	0.00	0.00	-9.09	60.71

Segment Leq : 60.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 58.93 + 0.00) = 58.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.03	0.00	-10.16	0.00	0.00	0.00	-8.94	58.93

Segment Leq : 58.93 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.63	0.00	-9.41	0.00	0.00	0.00	-7.61	48.61

Segment Leq : 48.61 dBA

Results segment # 6: 401NB onramp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.60 + 0.00) = 37.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.98	0.00	-9.99	0.00	0.00	0.00	-15.39	37.60

Segment Leq : 37.60 dBA

Total Leq All Segments: 63.24 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.28	4.28

ROAD (0.00 + 36.65 + 0.00) = 36.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	56.83	0.00	-16.68	-0.99	0.00	0.00	-2.36	36.81*
-90	90	0.59	56.83	0.00	-18.85	-1.33	0.00	0.00	0.00	36.65

* Bright Zone !

Segment Leq : 36.65 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.61	3.61

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.46	0.00	-7.64	-0.99	0.00	0.00	-4.42	43.41*
-90	90	0.59	56.46	0.00	-8.64	-1.33	0.00	0.00	0.00	46.49

* Bright Zone !

Segment Leq : 46.49 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.55	2.55

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-10.71	0.00	0.00	0.00	-8.78	57.39

 Segment Leq : 57.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.42	0.00	-10.24	0.00	0.00	0.00	-8.60	56.58

Segment Leq : 56.58 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 47.87 + 0.00) = 47.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.38	0.00	-9.51	0.00	0.00	0.00	-2.73	45.14*
-90	90	0.00	57.38	0.00	-9.51	0.00	0.00	0.00	0.00	47.87

* Bright Zone !

Segment Leq : 47.87 dBA

Results segment # 6: 401NB onramp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.99 ! 0.99

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-9.88	0.00	0.00	0.00	-15.36	32.12

Segment Leq : 32.12 dBA

Total Leq All Segments: 60.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.24
(NIGHT): 60.47

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10868/954 veh/TimePeriod *
Medium truck volume : 145/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12495/852 veh/TimePeriod *
Medium truck volume : 177/12 veh/TimePeriod *
Heavy truck volume : 88/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6127/1092 veh/TimePeriod *
Medium truck volume : 369/66 veh/TimePeriod *
Heavy truck volume : 3011/537 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11201
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 84.87

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4644/1273 veh/TimePeriod *
Medium truck volume : 393/108 veh/TimePeriod *
Heavy truck volume : 3275/897 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.73
Heavy Truck % of Total Volume : 39.40
Day (16 hrs) % of Total Volume : 78.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 8221/1145 veh/TimePeriod *
Medium truck volume : 138/19 veh/TimePeriod *
Heavy truck volume : 389/54 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9967
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.45
Day (16 hrs) % of Total Volume : 87.78

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 130.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 7396/1581 veh/TimePeriod *
Medium truck volume : 133/28 veh/TimePeriod *
Heavy truck volume : 352/75 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9566
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 4.47
Day (16 hrs) % of Total Volume : 82.39

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Car traffic volume : 7513/1793 veh/TimePeriod *
Medium truck volume : 99/24 veh/TimePeriod *
Heavy truck volume : 50/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 80.73
  
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.48 ! 1.48
  
```

ROAD (0.00 + 43.57 + 0.00) = 43.57 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.44 0.00 -12.78 0.00 0.00 0.00 -8.08 43.57
-----
  
```

Segment Leq : 43.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.12	0.00	-5.95	-1.16	0.00	0.00	-8.98	49.03

Segment Leq : 49.03 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 58.57 + 0.00) = 58.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.77	0.00	-11.24	0.00	0.00	0.00	-7.96	58.57

Segment Leq : 58.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 59.28 + 0.00) = 59.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.03	0.00	-10.80	0.00	0.00	0.00	-7.95	59.28

Segment Leq : 59.28 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.11 + 0.00) = 48.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.98	0.00	-6.35	0.00	0.00	0.00	-8.52	48.11

Segment Leq : 48.11 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.45	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 49.46 + 0.00) = 49.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.93	0.00	-9.34	0.00	0.00	0.00	-8.13	49.46

Segment Leq : 49.46 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.45	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 45.82 + 0.00) = 45.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.51	0.00	-12.65	0.00	0.00	0.00	-8.04	45.82

Segment Leq : 45.82 dBA

Results segment # 8: SBoffrmpHwy3 (day)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.47	1.47

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.82	0.00	-11.37	0.00	0.00	0.00	-8.13	43.32

Segment Leq : 43.32 dBA

Total Leq All Segments: 62.75 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.35	4.35

ROAD (0.00 + 44.01 + 0.00) = 44.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.83	0.00	-12.83	0.00	0.00	0.00	-1.47	42.53*
-90	90	0.00	56.83	0.00	-12.83	0.00	0.00	0.00	0.00	44.01

* Bright Zone !

Segment Leq : 44.01 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.35	3.35

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.46	0.00	-6.06	-0.99	0.00	0.00	-4.83	44.59*
-90	90	0.59	56.46	0.00	-6.85	-1.33	0.00	0.00	0.00	48.28

* Bright Zone !

Segment Leq : 48.28 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	4.36	4.36

ROAD (0.00 + 61.99 + 0.00) = 61.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.29	0.00	-11.30	0.00	0.00	0.00	-1.56	60.43*
-90	90	0.00	73.29	0.00	-11.30	0.00	0.00	0.00	0.00	61.99

* Bright Zone !

Segment Leq : 61.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.42	0.00	-10.88	0.00	0.00	0.00	-1.59	62.95*
-90	90	0.00	75.42	0.00	-10.88	0.00	0.00	0.00	0.00	64.54

* Bright Zone !

Segment Leq : 64.54 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	0.99	0.99

ROAD (0.00 + 37.46 + 0.00) = 37.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-6.55	0.00	0.00	0.00	-13.34	37.46

Segment Leq : 37.46 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	4.50 !	1.49 !	1.49

ROAD (0.00 + 40.09 + 0.00) = 40.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.37	0.00	-9.44	0.00	0.00	0.00	-11.84	40.09

Segment Leq : 40.09 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	4.50 !	4.36 !	4.36

ROAD (0.00 + 50.11 + 0.00) = 50.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.80	0.00	-12.69	0.00	0.00	0.00	-1.64	48.47*
-90	90	0.00	62.80	0.00	-12.69	0.00	0.00	0.00	0.00	50.11

* Bright Zone !

Segment Leq : 50.11 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 4.50 ! 4.28 ! 4.28

ROAD (0.00 + 48.18 + 0.00) = 48.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.62	0.00	-11.44	0.00	0.00	0.00	-2.09	46.09*
-90	90	0.00	59.62	0.00	-11.44	0.00	0.00	0.00	0.00	48.18

* Bright Zone !

Segment Leq : 48.18 dBA

Total Leq All Segments: 66.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.75
(NIGHT): 66.72

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12047/2471 veh/TimePeriod *
Medium truck volume : 565/116 veh/TimePeriod *
Heavy truck volume : 3946/809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 23.83
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```
-----
Car traffic volume : 11353/2370 veh/TimePeriod *
Medium truck volume : 705/147 veh/TimePeriod *
Heavy truck volume : 5753/1201 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 21530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.96
Heavy Truck % of Total Volume : 32.30
Day (16 hrs) % of Total Volume : 82.73
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.21 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 1.50 ! 1.64 ! 1.64
```

ROAD (0.00 + 60.69 + 0.00) = 60.69 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 79.13 0.00 -10.26 -1.09 0.00 0.00 -7.10 60.69
-----
```

Segment Leq : 60.69 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	1.72	1.72

ROAD (0.00 + 63.74 + 0.00) = 63.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.57	0.00	-8.73	-1.08	0.00	0.00	-7.02	63.74

Segment Leq : 63.74 dBA

Total Leq All Segments: 65.49 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	3.98	3.98

ROAD (0.00 + 62.82 + 0.00) = 62.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	75.26	0.00	-9.85	-0.91	0.00	0.00	-3.79	60.70*
-90	90	0.55	75.26	0.00	-11.17	-1.26	0.00	0.00	0.00	62.82

* Bright Zone !

Segment Leq : 62.82 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.38 ! 4.50 ! 4.06 ! 4.06

ROAD (0.00 + 65.90 + 0.00) = 65.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.78	0.00	-8.48	-0.90	0.00	0.00	-2.84	64.56*
-90	90	0.54	76.78	0.00	-9.62	-1.25	0.00	0.00	0.00	65.90

* Bright Zone !

Segment Leq : 65.90 dBA

Total Leq All Segments: 67.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.49
(NIGHT): 67.64

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 1011/298 veh/TimePeriod *
Medium truck volume : 54/16 veh/TimePeriod *
Heavy truck volume : 543/160 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 33.77
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S to EC S (day/night)

Car traffic volume : 10427/1889 veh/TimePeriod *
Medium truck volume : 191/35 veh/TimePeriod *
Heavy truck volume : 696/126 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13364
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 6.15
Day (16 hrs) % of Total Volume : 84.66

Data for Segment # 5: 401S to EC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 816/405 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 167/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.67
Heavy Truck % of Total Volume : 16.66
Day (16 hrs) % of Total Volume : 66.82

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 20334/1836 veh/TimePeriod *
Medium truck volume : 319/29 veh/TimePeriod *
Heavy truck volume : 591/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 18087/1526 veh/TimePeriod *
Medium truck volume : 513/43 veh/TimePeriod *
Heavy truck volume : 256/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20447
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.72
Heavy Truck % of Total Volume : 1.36
Day (16 hrs) % of Total Volume : 92.22

```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.71 + 0.00) = 62.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.42	0.00	-16.74	-0.97	0.00	0.00	0.00	62.71

Segment Leq : 62.71 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.07 + 0.00) = 59.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.19	0.00	-17.15	-0.97	0.00	0.00	0.00	59.07

Segment Leq : 59.07 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 45.57 + 0.00) = 45.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	66.81	0.00	-20.10	-1.14	0.00	0.00	0.00	45.57

Segment Leq : 45.57 dBA

Results segment # 5: 401S to EC S (day)

Source height = 1.57 m

ROAD (0.00 + 50.97 + 0.00) = 50.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.01	0.00	-16.86	-1.19	0.00	0.00	0.00	50.97

Segment Leq : 50.97 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.02 m

ROAD (0.00 + 36.98 + 0.00) = 36.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.67	0.00	-22.26	-1.43	0.00	0.00	0.00	36.98

Segment Leq : 36.98 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.25 + 0.00) = 51.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-23.28	-1.46	0.00	0.00	0.00	51.25

Segment Leq : 51.25 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.26 + 0.00) = 49.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-23.63	-1.46	0.00	0.00	0.00	49.26

Segment Leq : 49.26 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.08 m

ROAD (0.00 + 62.47 + 0.00) = 62.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.04	0.00	-5.56	0.00	0.00	0.00	0.00	62.47

Segment Leq : 62.47 dBA

Total Leq All Segments: 67.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.37 + 0.00) = 60.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.87	0.00	-15.72	-0.78	0.00	0.00	0.00	60.37

Segment Leq : 60.37 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.00 + 0.00) = 58.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.89	0.00	-16.11	-0.78	0.00	0.00	0.00	58.00

Segment Leq : 58.00 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 44.61 + 0.00) = 44.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	64.51	0.00	-18.93	-0.97	0.00	0.00	0.00	44.61

Segment Leq : 44.61 dBA

Results segment # 5: 401S to EC S (night)

Source height = 1.57 m

ROAD (0.00 + 47.65 + 0.00) = 47.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	64.60	0.00	-15.94	-1.02	0.00	0.00	0.00	47.65

Segment Leq : 47.65 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.02 m

ROAD (0.00 + 38.26 + 0.00) = 38.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-21.10	-1.27	0.00	0.00	0.00	38.26

Segment Leq : 38.26 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.81 + 0.00) = 44.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-22.12	-1.31	0.00	0.00	0.00	44.81

Segment Leq : 44.81 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.11 + 0.00) = 43.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.91	0.00	-22.49	-1.31	0.00	0.00	0.00	43.11

Segment Leq : 43.11 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.08 m

ROAD (0.00 + 54.53 + 0.00) = 54.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.33	0.00	-5.80	0.00	0.00	0.00	0.00	54.53

Segment Leq : 54.53 dBA

Total Leq All Segments: 63.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.05
(NIGHT): 63.47

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 22750/2308 veh/TimePeriod *
Medium truck volume : 269/27 veh/TimePeriod *
Heavy truck volume : 134/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25501
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 20334/1836 veh/TimePeriod *
Medium truck volume : 319/29 veh/TimePeriod *
Heavy truck volume : 591/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 40.75 + 0.00) = 40.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.47	0.00	-25.26	-1.46	0.00	0.00	0.00	40.75

Segment Leq : 40.75 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.05 + 0.00) = 61.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.42	0.00	-17.95	-1.41	0.00	0.00	0.00	61.05

Segment Leq : 61.05 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.19	0.00	-18.60	-1.41	0.00	0.00	0.00	57.18

Segment Leq : 57.18 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-22.08	-1.46	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.40 + 0.00) = 50.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-22.50	-1.46	0.00	0.00	0.00	50.40

Segment Leq : 50.40 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 43.92 + 0.00) = 43.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.50	0.00	-25.13	-1.45	0.00	0.00	0.00	43.92

Segment Leq : 43.92 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 63.47 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 35.09 + 0.00) = 35.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.56	0.00	-24.13	-1.34	0.00	0.00	0.00	35.09

Segment Leq : 35.09 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.13 + 0.00) = 59.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.87	0.00	-16.48	-1.25	0.00	0.00	0.00	59.13

Segment Leq : 59.13 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 56.46 + 0.00) = 56.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.89	0.00	-17.17	-1.25	0.00	0.00	0.00	56.46

Segment Leq : 56.46 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-20.73	-1.31	0.00	0.00	0.00	46.19

Segment Leq : 46.19 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.40 + 0.00) = 44.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.91	0.00	-21.20	-1.31	0.00	0.00	0.00	44.40

Segment Leq : 44.40 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 41.59 + 0.00) = 41.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	66.70	0.00	-23.81	-1.29	0.00	0.00	0.00	41.59

Segment Leq : 41.59 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 61.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.47
(NIGHT): 61.41

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 22750/2308 veh/TimePeriod *
Medium truck volume : 269/27 veh/TimePeriod *
Heavy truck volume : 134/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25501
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 816/405 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 167/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.67
Heavy Truck % of Total Volume : 16.66
Day (16 hrs) % of Total Volume : 66.82

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20334/1836 veh/TimePeriod *
Medium truck volume : 319/29 veh/TimePeriod *
Heavy truck volume : 591/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 10427/1889 veh/TimePeriod *
Medium truck volume : 191/35 veh/TimePeriod *
Heavy truck volume : 696/126 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13364
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 6.15
Day (16 hrs) % of Total Volume : 84.66

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 40.77 + 0.00) = 40.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.47	0.00	-25.24	-1.46	0.00	0.00	0.00	40.77

Segment Leq : 40.77 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.34 + 0.00) = 68.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	80.42	0.00	-10.76	-1.31	0.00	0.00	0.00	68.34

Segment Leq : 68.34 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 63.60 + 0.00) = 63.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	77.19	0.00	-12.28	-1.31	0.00	0.00	0.00	63.60

Segment Leq : 63.60 dBA

Results segment # 4: ECR rmp 2401 (day)

Source height = 2.02 m

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.67	0.00	-14.47	-1.43	0.00	0.00	0.00	44.77

Segment Leq : 44.77 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-22.08	-1.46	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.40 + 0.00) = 50.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-22.50	-1.46	0.00	0.00	0.00	50.40

Segment Leq : 50.40 dBA

Results segment # 7: 401SB Offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 42.79 + 0.00) = 42.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.01	0.00	-24.77	-1.45	0.00	0.00	0.00	42.79

Segment Leq : 42.79 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 69.81 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 35.15 + 0.00) = 35.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.56	0.00	-24.07	-1.34	0.00	0.00	0.00	35.15

Segment Leq : 35.15 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 66.74 + 0.00) = 66.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	76.87	0.00	-8.98	-1.14	0.00	0.00	0.00	66.74

Segment Leq : 66.74 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 62.92 + 0.00) = 62.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	74.89	0.00	-10.82	-1.14	0.00	0.00	0.00	62.92

Segment Leq : 62.92 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.02 m

ROAD (0.00 + 46.31 + 0.00) = 46.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-13.06	-1.27	0.00	0.00	0.00	46.31

Segment Leq : 46.31 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-20.73	-1.31	0.00	0.00	0.00	46.19

Segment Leq : 46.19 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.40 + 0.00) = 44.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.91	0.00	-21.20	-1.31	0.00	0.00	0.00	44.40

Segment Leq : 44.40 dBA

Results segment # 7: 401SB Offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 39.93 + 0.00) = 39.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.60	0.00	-23.38	-1.30	0.00	0.00	0.00	39.93

Segment Leq : 39.93 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 68.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.81
(NIGHT): 68.35

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 22750/2308 veh/TimePeriod *
Medium truck volume : 269/27 veh/TimePeriod *
Heavy truck volume : 134/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25501
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20334/1836 veh/TimePeriod *
Medium truck volume : 319/29 veh/TimePeriod *
Heavy truck volume : 591/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.47	0.00	-22.10	-1.46	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.42	0.00	-11.81	-0.42	0.00	0.00	-16.08	52.10

Segment Leq : 52.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 48.32 + 0.00) = 48.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.19	0.00	-12.34	-0.42	0.00	0.00	-16.10	48.32

Segment Leq : 48.32 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-24.11	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-24.44	-1.46	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.50	0.00	-20.22	-1.45	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Total Leq All Segments: 57.73 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.56	0.00	-21.21	-1.34	0.00	0.00	0.00	38.01

Segment Leq : 38.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.87	0.00	-10.97	-0.18	0.00	0.00	-15.96	49.76

Segment Leq : 49.76 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.89	0.00	-11.46	-0.18	0.00	0.00	-15.99	47.26

Segment Leq : 47.26 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-22.89	-1.31	0.00	0.00	0.00	44.03

Segment Leq : 44.03 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.35 + 0.00) = 42.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.91	0.00	-23.25	-1.31	0.00	0.00	0.00	42.35

Segment Leq : 42.35 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 46.45 + 0.00) = 46.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	66.70	0.00	-18.96	-1.29	0.00	0.00	0.00	46.45

Segment Leq : 46.45 dBA

Total Leq All Segments: 54.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.73
(NIGHT): 54.65

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 22750/2308 veh/TimePeriod *
Medium truck volume : 269/27 veh/TimePeriod *
Heavy truck volume : 134/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25501
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20334/1836 veh/TimePeriod *
Medium truck volume : 319/29 veh/TimePeriod *
Heavy truck volume : 591/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 212.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

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-----
Car traffic volume : 816/405 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 167/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 1496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.67
Heavy Truck % of Total Volume : 16.66
Day (16 hrs) % of Total Volume : 66.82

```

Data for Segment # 8: EC Row ramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.47	0.00	-22.10	-1.46	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 57.95 + 0.00) = 57.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.42	0.00	-6.37	-0.42	0.00	0.00	-15.68	57.95

Segment Leq : 57.95 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.19	0.00	-7.75	-0.42	0.00	0.00	-15.84	53.18

Segment Leq : 53.18 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-24.11	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-24.44	-1.46	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.50	0.00	-19.30	-1.45	0.00	0.00	0.00	49.75

Segment Leq : 49.75 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.02 m

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.67	0.00	-20.50	-1.43	0.00	0.00	0.00	38.74

Segment Leq : 38.74 dBA

Total Leq All Segments: 60.86 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.56	0.00	-21.21	-1.34	0.00	0.00	0.00	38.01

Segment Leq : 38.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 55.23 + 0.00) = 55.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.87	0.00	-6.12	-0.18	0.00	0.00	-15.34	55.23

Segment Leq : 55.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.89	0.00	-7.34	-0.18	0.00	0.00	-15.52	51.85

Segment Leq : 51.85 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-22.89	-1.31	0.00	0.00	0.00	44.03

Segment Leq : 44.03 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.35 + 0.00) = 42.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.91	0.00	-23.25	-1.31	0.00	0.00	0.00	42.35

Segment Leq : 42.35 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 47.37 + 0.00) = 47.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	66.70	0.00	-18.03	-1.29	0.00	0.00	0.00	47.37

Segment Leq : 47.37 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.02 m

ROAD (0.00 + 39.91 + 0.00) = 39.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-19.46	-1.27	0.00	0.00	0.00	39.91

Segment Leq : 39.91 dBA

Total Leq All Segments: 58.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.86
(NIGHT): 58.14

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33880/3928 veh/TimePeriod *
Medium truck volume : 316/37 veh/TimePeriod *
Heavy truck volume : 158/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 89.61

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.90	0.00	-18.66	-1.46	0.00	0.00	0.00	48.79

Segment Leq : 48.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 52.71 + 0.00) = 52.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.42	0.00	-10.69	-0.26	0.00	0.00	-16.76	52.71

Segment Leq : 52.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 48.87 + 0.00) = 48.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.19	0.00	-11.28	-0.26	0.00	0.00	-16.78	48.87

Segment Leq : 48.87 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 63.95 + 0.00) = 63.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-6.55	0.00	0.00	0.00	0.00	63.95

Segment Leq : 63.95 dBA

Total Leq All Segments: 64.78 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 43.88 + 0.00) = 43.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.55	0.00	-17.33	-1.34	0.00	0.00	0.00	43.88

Segment Leq : 43.88 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 50.86 + 0.00) = 50.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-9.39	-0.01	0.00	0.00	-16.61	50.86

Segment Leq : 50.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-9.93	-0.01	0.00	0.00	-16.65	48.30

Segment Leq : 48.30 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 60.84 + 0.00) = 60.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-5.86	0.00	0.00	0.00	0.00	60.84

Segment Leq : 60.84 dBA

Total Leq All Segments: 61.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.78
(NIGHT): 61.78

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 33880/3928 veh/TimePeriod *
Medium truck volume : 316/37 veh/TimePeriod *
Heavy truck volume : 158/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 89.61

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5217/1153 veh/TimePeriod *
Medium truck volume : 627/139 veh/TimePeriod *
Heavy truck volume : 5811/1284 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.38
Heavy Truck % of Total Volume : 49.86
Day (16 hrs) % of Total Volume : 81.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2672/787 veh/TimePeriod *
Medium truck volume : 302/89 veh/TimePeriod *
Heavy truck volume : 2753/811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.28
Heavy Truck % of Total Volume : 48.06
Day (16 hrs) % of Total Volume : 77.25

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75
  
```

Data for Segment # 5: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.80 / 26.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.90	0.00	-18.66	-1.46	0.00	0.00	0.00	48.79

Segment Leq : 48.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 54.20 + 0.00) = 54.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.42	0.00	-9.26	-0.26	0.00	0.00	-16.69	54.20

Segment Leq : 54.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 50.19 + 0.00) = 50.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.19	0.00	-10.01	-0.26	0.00	0.00	-16.73	50.19

Segment Leq : 50.19 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.66 m

ROAD (0.00 + 66.15 + 0.00) = 66.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-4.35	0.00	0.00	0.00	0.00	66.15

Segment Leq : 66.15 dBA

Total Leq All Segments: 66.77 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 43.88 + 0.00) = 43.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.55	0.00	-17.33	-1.34	0.00	0.00	0.00	43.88

Segment Leq : 43.88 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 52.63 + 0.00) = 52.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.87	0.00	-7.78	-0.01	0.00	0.00	-16.45	52.63

Segment Leq : 52.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.89	0.00	-8.58	-0.01	0.00	0.00	-16.54	49.76

Segment Leq : 49.76 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.66 m

ROAD (0.00 + 64.18 + 0.00) = 64.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-2.52	0.00	0.00	0.00	0.00	64.18

Segment Leq : 64.18 dBA

Total Leq All Segments: 64.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.77
(NIGHT): 64.77

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4701/394 veh/TimePeriod *
Medium truck volume : 77/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5220
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 18290/3818 veh/TimePeriod *
Medium truck volume : 803/168 veh/TimePeriod *
Heavy truck volume : 6076/1268 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30422
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 102.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15023/3055 veh/TimePeriod *
Medium truck volume : 504/103 veh/TimePeriod *
Heavy truck volume : 3212/653 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22550
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 120.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB Offrmp (day/night)

Car traffic volume : 12743/2002 veh/TimePeriod *
Medium truck volume : 169/27 veh/TimePeriod *
Heavy truck volume : 84/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15039
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 86.42

Data for Segment # 5: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.80 / 92.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 94.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB Onramp (day/night)

```

-----
Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75
  
```

Data for Segment # 6: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 132.80 / 128.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 131.00 / 127.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.94 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 42.54 + 0.00) = 42.54 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 61.10 0.00 -12.22 -1.33 0.00 0.00 -5.01 42.54
-----
  
```

Segment Leq : 42.54 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.76	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 44.50 + 0.00) = 44.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	66.54	0.00	-15.70	-1.34	0.00	0.00	-5.01	44.50

Segment Leq : 44.50 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 54.51 + 0.00) = 54.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.98	0.00	-8.55	0.00	0.00	0.00	-17.92	54.51

Segment Leq : 54.51 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.03 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.49	0.00	-9.23	0.00	0.00	0.00	-17.99	51.28

Segment Leq : 51.28 dBA

Results segment # 5: 401NB Offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.13 !	1.13

ROAD (0.00 + 38.41 + 0.00) = 38.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.11	0.00	-8.05	0.00	0.00	0.00	-18.65	38.41

Segment Leq : 38.41 dBA

Results segment # 6: 401SB Onramp (day)

 Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.82	1.82

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.50	0.00	-9.47	0.00	0.00	0.00	-18.58	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 56.88 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	4.37	4.37

ROAD (0.00 + 39.91 + 0.00) = 39.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	53.24	0.00	-11.31	-1.17	0.00	0.00	-0.07	40.69*
-90	90	0.59	53.24	0.00	-12.00	-1.33	0.00	0.00	0.00	39.91

 * Bright Zone !

Segment Leq : 39.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	4.50	!	4.42	!	4.42

ROAD (0.00 + 42.27 + 0.00) = 42.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.17	0.00	-14.67	-1.18	0.00	0.00	-0.07	43.26*
-90	90	0.59	59.17	0.00	-15.56	-1.34	0.00	0.00	0.00	42.27

* Bright Zone !

Segment Leq : 42.27 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-8.43	0.00	0.00	0.00	-17.82	50.94

Segment Leq : 50.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.03	!	4.50	!	2.68	!	2.68

ROAD (0.00 + 47.56 + 0.00) = 47.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.59	0.00	-9.12	0.00	0.00	0.00	-17.91	47.56

Segment Leq : 47.56 dBA

Results segment # 5: 401NB Offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.20	!	1.20

ROAD (0.00 + 33.57 + 0.00) = 33.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.07	0.00	-7.91	0.00	0.00	0.00	-18.59	33.57

Segment Leq : 33.57 dBA

Results segment # 6: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.86 ! 1.86

ROAD (0.00 + 38.81 + 0.00) = 38.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.70	0.00	-9.34	0.00	0.00	0.00	-18.54	38.81

Segment Leq : 38.81 dBA

Total Leq All Segments: 53.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.88
(NIGHT): 53.38

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4589/444 veh/TimePeriod *
Medium truck volume : 18/2 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5063
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 91.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5040/375 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.10
Heavy Truck % of Total Volume : 0.05
Day (16 hrs) % of Total Volume : 93.08

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 18290/3818 veh/TimePeriod *
Medium truck volume : 803/168 veh/TimePeriod *
Heavy truck volume : 6076/1268 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30422
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15023/3055 veh/TimePeriod *
Medium truck volume : 504/103 veh/TimePeriod *
Heavy truck volume : 3212/653 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22550
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton (day/night)

```

-----
Car traffic volume : 3347/281   veh/TimePeriod
Medium truck volume : 28/2     veh/TimePeriod
Heavy truck volume  : 14/1     veh/TimePeriod
Posted speed limit  : 50 km/h
Road gradient       : 0 %
Road pavement      : 1 (Typical asphalt or concrete)
  
```

Data for Segment # 5: Lambton (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0           (No woods.)
No of house rows : 0 / 0
Surface         : 2           (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 2           (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : 90.00 deg
Barrier height   : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle  : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.66 !          1.50 !          -0.61 !          1.39
  
```

ROAD (0.00 + 42.42 + 0.00) = 42.42 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90   90    0.00  59.51   0.00  -6.53   0.00   0.00   0.00 -10.56  42.42
-----
  
```

Segment Leq : 42.42 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.57	!	1.43

ROAD (0.00 + 40.03 + 0.00) = 40.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.49	0.00	-9.19	0.00	0.00	0.00	-10.27	40.03

Segment Leq : 40.03 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	2.93	!	2.93

ROAD (0.00 + 55.50 + 0.00) = 55.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.98	0.00	-7.61	0.00	0.00	0.00	-17.87	55.50

Segment Leq : 55.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.03 !	1.50 !	2.64 !	2.64

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.49	0.00	-8.43	0.00	0.00	0.00	-17.96	52.11

Segment Leq : 52.11 dBA

Results segment # 5: Lambton (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.80 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 40.04 + 0.00) = 40.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.72	0.00	-6.09	0.00	0.00	0.00	-10.59	40.04

Segment Leq : 40.04 dBA

Total Leq All Segments: 57.44 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	1.85	3.85

ROAD (0.00 + 45.74 + 0.00) = 45.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.46	0.00	-6.72	0.00	0.00	0.00	-5.00	40.74*
-90	90	0.00	52.46	0.00	-6.72	0.00	0.00	0.00	0.00	45.74

* Bright Zone !

Segment Leq : 45.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.12	4.12

ROAD (0.00 + 41.74 + 0.00) = 41.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.04	0.00	-9.29	0.00	0.00	0.00	-4.86	36.88*
-90	90	0.00	51.04	0.00	-9.29	0.00	0.00	0.00	0.00	41.74

* Bright Zone !

Segment Leq : 41.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	3.09 !	3.09

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.19	0.00	-7.76	0.00	0.00	0.00	-17.77	51.66

Segment Leq : 51.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.03 !	4.50 !	2.77 !	2.77

ROAD (0.00 + 48.16 + 0.00) = 48.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.59	0.00	-8.55	0.00	0.00	0.00	-17.88	48.16

Segment Leq : 48.16 dBA

Results segment # 5: Lambton (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.77 ! 4.50 ! 1.80 ! 3.80

ROAD (0.00 + 37.48 + 0.00) = 37.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	48.79	0.00	-6.30	0.00	0.00	0.00	-5.00	37.48

Segment Leq : 37.48 dBA

Total Leq All Segments: 54.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.44
(NIGHT): 54.31

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10887/873 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.53
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 92.58

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5151/333 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13101/2762 veh/TimePeriod *
Medium truck volume : 773/163 veh/TimePeriod *
Heavy truck volume : 6140/1294 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 30.68
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 151.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10476/1884 veh/TimePeriod *
Medium truck volume : 465/84 veh/TimePeriod *
Heavy truck volume : 3063/551 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16522
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 21.87
Day (16 hrs) % of Total Volume : 84.76

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 169.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 3521/517 veh/TimePeriod *
Medium truck volume : 18/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4069
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.51
Heavy Truck % of Total Volume : 0.25
Day (16 hrs) % of Total Volume : 87.20

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.80 / 192.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 6375/1195 veh/TimePeriod *
Medium truck volume : 57/11 veh/TimePeriod *
Heavy truck volume : 147/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7812
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 2.24
Day (16 hrs) % of Total Volume : 84.21
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.80 / 132.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 46.92 + 0.00) = 46.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.46	0.00	-15.08	-1.46	0.00	0.00	0.00	46.92

Segment Leq : 46.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.53 m

ROAD (0.00 + 39.19 + 0.00) = 39.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.65	0.00	-19.01	-1.46	0.00	0.00	0.00	39.19

Segment Leq : 39.19 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.67	2.67

ROAD (0.00 + 52.96 + 0.00) = 52.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.88	0.00	-10.53	-0.10	0.00	0.00	-17.29	52.96

Segment Leq : 52.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	1.50	2.46	2.46

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	78.10	0.00	-11.08	-0.12	0.00	0.00	-17.38	49.52

Segment Leq : 49.52 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.71 m

ROAD (0.00 + 38.55 + 0.00) = 38.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.52	0.00	-18.52	-1.46	0.00	0.00	0.00	38.55

Segment Leq : 38.55 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.22 m

ROAD (0.00 + 46.51 + 0.00) = 46.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.85	0.00	-15.88	-1.46	0.00	0.00	0.00	46.51

Segment Leq : 46.51 dBA

Total Leq All Segments: 55.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 39.10 + 0.00) = 39.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.46	0.00	-14.90	-1.46	0.00	0.00	0.00	39.10

Segment Leq : 39.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.33 + 0.00) = 30.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	50.69	0.00	-18.90	-1.46	0.00	0.00	0.00	30.33

Segment Leq : 30.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.68	2.68

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	77.13	0.00	-10.45	-0.10	0.00	0.00	-17.29	49.30

Segment Leq : 49.30 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	1.50	2.46	2.46

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	73.66	0.00	-11.01	-0.12	0.00	0.00	-17.38	45.16

Segment Leq : 45.16 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.66 m

ROAD (0.00 + 33.26 + 0.00) = 33.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.13	0.00	-18.41	-1.46	0.00	0.00	0.00	33.26

Segment Leq : 33.26 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.23 m

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.63	0.00	-15.72	-1.46	0.00	0.00	0.00	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 51.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.98
(NIGHT): 51.67

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 10887/873 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.53
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 92.58

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 292.50 / 288.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 5151/333 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5496
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.93

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13101/2762 veh/TimePeriod *
Medium truck volume : 773/163 veh/TimePeriod *
Heavy truck volume : 6140/1294 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 30.68
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10476/1884 veh/TimePeriod *
Medium truck volume : 465/84 veh/TimePeriod *
Heavy truck volume : 3063/551 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16522
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 21.87
Day (16 hrs) % of Total Volume : 84.76

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 18642/1249 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19891
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.72
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 40.59 + 0.00) = 40.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.46	0.00	-21.41	-1.46	0.00	0.00	0.00	40.59

Segment Leq : 40.59 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.53 m

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.65	0.00	-22.90	-1.46	0.00	0.00	0.00	35.30

Segment Leq : 35.30 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.46	2.46

ROAD (0.00 + 48.82 + 0.00) = 48.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.88	0.00	-16.16	-0.57	0.00	0.00	-15.32	48.82

Segment Leq : 48.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	1.50	2.27	2.27

ROAD (0.00 + 45.54 + 0.00) = 45.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.10	0.00	-16.51	-0.59	0.00	0.00	-15.46	45.54

Segment Leq : 45.54 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.77	0.00	-4.96	0.00	0.00	0.00	0.00	57.81

Segment Leq : 57.81 dBA

Total Leq All Segments: 58.64 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 33.64 + 0.00) = 33.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.46	0.00	-20.47	-1.34	0.00	0.00	0.00	33.64

Segment Leq : 33.64 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 27.36 + 0.00) = 27.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.69	0.00	-21.98	-1.35	0.00	0.00	0.00	27.36

Segment Leq : 27.36 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.51	2.51

ROAD (0.00 + 46.69 + 0.00) = 46.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.13	0.00	-14.87	-0.35	0.00	0.00	-15.22	46.69

Segment Leq : 46.69 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.16 !	4.50 !	2.32 !	2.32

ROAD (0.00 + 42.58 + 0.00) = 42.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.66	0.00	-15.22	-0.36	0.00	0.00	-15.50	42.58

Segment Leq : 42.58 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 51.82 + 0.00) = 51.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.04	0.00	-2.22	0.00	0.00	0.00	0.00	51.82

Segment Leq : 51.82 dBA

Total Leq All Segments: 53.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.64
(NIGHT): 53.42

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11514/877 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12504
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10252/938 veh/TimePeriod *
Medium truck volume : 76/7 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13101/2762 veh/TimePeriod *
Medium truck volume : 773/163 veh/TimePeriod *
Heavy truck volume : 6140/1294 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 30.68
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10476/1884 veh/TimePeriod *
Medium truck volume : 465/84 veh/TimePeriod *
Heavy truck volume : 3063/551 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16522
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 21.87
Day (16 hrs) % of Total Volume : 84.76

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 18642/1249 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19891
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.72

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 40.34 + 0.00) = 40.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.80	0.00	-22.01	-1.46	0.00	0.00	0.00	40.34

Segment Leq : 40.34 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 38.65 + 0.00) = 38.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.46	0.00	-23.35	-1.46	0.00	0.00	0.00	38.65

Segment Leq : 38.65 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.45 !	2.45

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.88	0.00	-16.51	-0.57	0.00	0.00	-15.33	48.47

Segment Leq : 48.47 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.16 !	1.50 !	2.26 !	2.26

ROAD (0.00 + 45.20 + 0.00) = 45.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.10	0.00	-16.85	-0.59	0.00	0.00	-15.46	45.20

Segment Leq : 45.20 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.61 + 0.00) = 54.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.77	0.00	-6.70	-1.46	0.00	0.00	0.00	54.61

Segment Leq : 54.61 dBA

Total Leq All Segments: 56.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 33.17 + 0.00) = 33.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-21.17	-1.34	0.00	0.00	0.00	33.17

Segment Leq : 33.17 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 32.22 + 0.00) = 32.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.01	0.00	-22.45	-1.34	0.00	0.00	0.00	32.22

Segment Leq : 32.22 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.50	2.50

ROAD (0.00 + 46.21 + 0.00) = 46.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.13	0.00	-15.33	-0.35	0.00	0.00	-15.24	46.21

Segment Leq : 46.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.16 !	4.50 !	2.30 !	2.30

ROAD (0.00 + 42.26 + 0.00) = 42.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.66	0.00	-15.65	-0.36	0.00	0.00	-15.40	42.26

Segment Leq : 42.26 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 48.60 + 0.00) = 48.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.04	0.00	-4.08	-1.35	0.00	0.00	0.00	48.60

Segment Leq : 48.60 dBA

Total Leq All Segments: 51.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.13
(NIGHT): 51.30

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11514/877 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12504
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10252/938 veh/TimePeriod *
Medium truck volume : 76/7 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13101/2762 veh/TimePeriod *
Medium truck volume : 773/163 veh/TimePeriod *
Heavy truck volume : 6140/1294 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 30.68
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10476/1884 veh/TimePeriod *
Medium truck volume : 465/84 veh/TimePeriod *
Heavy truck volume : 3063/551 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16522
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 21.87
Day (16 hrs) % of Total Volume : 84.76

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 13043/1058 veh/TimePeriod *
Medium truck volume : 118/10 veh/TimePeriod *
Heavy truck volume : 59/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14292
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 92.50
    
```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 40.16 + 0.00) = 40.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.80	0.00	-22.19	-1.46	0.00	0.00	0.00	40.16

Segment Leq : 40.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 38.65 + 0.00) = 38.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.46	0.00	-23.35	-1.46	0.00	0.00	0.00	38.65

Segment Leq : 38.65 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.45	2.45

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.88	0.00	-16.53	-0.57	0.00	0.00	-15.33	48.45

Segment Leq : 48.45 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	1.50	2.26	2.26

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.10	0.00	-16.89	-0.59	0.00	0.00	-15.47	45.16

Segment Leq : 45.16 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 0.82 m

ROAD (0.00 + 48.40 + 0.00) = 48.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.72	0.00	-14.87	-1.46	0.00	0.00	0.00	48.40

Segment Leq : 48.40 dBA

Total Leq All Segments: 52.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 32.99 + 0.00) = 32.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-21.34	-1.34	0.00	0.00	0.00	32.99

Segment Leq : 32.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 32.22 + 0.00) = 32.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.01	0.00	-22.45	-1.34	0.00	0.00	0.00	32.22

Segment Leq : 32.22 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.50	2.50

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.13	0.00	-15.35	-0.35	0.00	0.00	-15.24	46.19

Segment Leq : 46.19 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.16	!	4.50	!	2.30	!	2.30

ROAD (0.00 + 42.21 + 0.00) = 42.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.66	0.00	-15.69	-0.36	0.00	0.00	-15.40	42.21

Segment Leq : 42.21 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 0.83 m

ROAD (0.00 + 41.06 + 0.00) = 41.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-14.48	-1.34	0.00	0.00	0.00	41.06

Segment Leq : 41.06 dBA

Total Leq All Segments: 48.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.78
(NIGHT): 48.73

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15263/1175 veh/TimePeriod *
Medium truck volume : 60/5 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16536
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 92.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6775/422 veh/TimePeriod *
Medium truck volume : 20/1 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 94.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 170.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 189.00 / 192.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3521/517 veh/TimePeriod *
Medium truck volume : 18/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4069
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.51
Heavy Truck % of Total Volume : 0.25
Day (16 hrs) % of Total Volume : 87.20

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6375/1195 veh/TimePeriod *
Medium truck volume : 57/11 veh/TimePeriod *
Heavy truck volume : 147/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7812
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 2.24
Day (16 hrs) % of Total Volume : 84.21
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.67 m

ROAD (0.00 + 47.00 + 0.00) = 47.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.74	0.00	-16.28	-1.46	0.00	0.00	0.00	47.00

Segment Leq : 47.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.06	0.00	-19.54	-1.46	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-12.96	-0.57	0.00	0.00	-15.16	50.88

Segment Leq : 50.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.43	2.43

ROAD (0.00 + 47.89 + 0.00) = 47.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-13.55	-0.58	0.00	0.00	-15.38	47.89

Segment Leq : 47.89 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.71 m

ROAD (0.00 + 38.15 + 0.00) = 38.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.52	0.00	-18.92	-1.46	0.00	0.00	0.00	38.15

Segment Leq : 38.15 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.22 m

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.85	0.00	-17.15	-1.46	0.00	0.00	0.00	45.25

Segment Leq : 45.25 dBA

Total Leq All Segments: 54.54 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 39.43 + 0.00) = 39.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.57	0.00	-15.79	-1.35	0.00	0.00	0.00	39.43

Segment Leq : 39.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 31.95 + 0.00) = 31.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.15	0.00	-18.85	-1.34	0.00	0.00	0.00	31.95

Segment Leq : 31.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 48.40 + 0.00) = 48.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-12.08	-0.34	0.00	0.00	-14.98	48.40

Segment Leq : 48.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.51	2.51

ROAD (0.00 + 44.84 + 0.00) = 44.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-12.62	-0.35	0.00	0.00	-15.23	44.84

Segment Leq : 44.84 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.50 + 0.00) = 33.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.13	0.00	-18.28	-1.35	0.00	0.00	0.00	33.50

Segment Leq : 33.50 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.23 m

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.63	0.00	-16.43	-1.32	0.00	0.00	0.00	41.89

Segment Leq : 41.89 dBA

Total Leq All Segments: 51.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.54
(NIGHT): 51.06

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15263/1175 veh/TimePeriod *
Medium truck volume : 60/5 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16536
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 92.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6775/422 veh/TimePeriod *
Medium truck volume : 20/1 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 94.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 166.00 / 169.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3521/517 veh/TimePeriod *
Medium truck volume : 18/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4069
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.51
Heavy Truck % of Total Volume : 0.25
Day (16 hrs) % of Total Volume : 87.20

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6375/1195 veh/TimePeriod *
Medium truck volume : 57/11 veh/TimePeriod *
Heavy truck volume : 147/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7812
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 2.24
Day (16 hrs) % of Total Volume : 84.21
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.67 m

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.74	0.00	-16.38	-1.46	0.00	0.00	0.00	46.90

Segment Leq : 46.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 40.77 + 0.00) = 40.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.06	0.00	-18.83	-1.46	0.00	0.00	0.00	40.77

Segment Leq : 40.77 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.60	2.60

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-12.84	-0.57	0.00	0.00	-15.15	51.00

Segment Leq : 51.00 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.43	2.43

ROAD (0.00 + 48.03 + 0.00) = 48.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-13.41	-0.58	0.00	0.00	-15.38	48.03

Segment Leq : 48.03 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.71 m

ROAD (0.00 + 38.51 + 0.00) = 38.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.52	0.00	-18.56	-1.46	0.00	0.00	0.00	38.51

Segment Leq : 38.51 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.22 m

ROAD (0.00 + 45.12 + 0.00) = 45.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.85	0.00	-17.28	-1.46	0.00	0.00	0.00	45.12

Segment Leq : 45.12 dBA

Total Leq All Segments: 54.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 39.33 + 0.00) = 39.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.57	0.00	-15.89	-1.35	0.00	0.00	0.00	39.33

Segment Leq : 39.33 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.15	0.00	-18.19	-1.34	0.00	0.00	0.00	32.62

Segment Leq : 32.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-11.97	-0.34	0.00	0.00	-14.97	48.52

Segment Leq : 48.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.52	2.52

ROAD (0.00 + 44.97 + 0.00) = 44.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-12.50	-0.35	0.00	0.00	-15.22	44.97

Segment Leq : 44.97 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.84 + 0.00) = 33.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.13	0.00	-17.94	-1.35	0.00	0.00	0.00	33.84

Segment Leq : 33.84 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.23 m

ROAD (0.00 + 41.77 + 0.00) = 41.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.63	0.00	-16.55	-1.32	0.00	0.00	0.00	41.77

Segment Leq : 41.77 dBA

Total Leq All Segments: 51.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.62
(NIGHT): 51.15

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8469/607 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 163/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9334
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 1.87
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5815/620 veh/TimePeriod *
Medium truck volume : 7448/794 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14718
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 56.00
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.37

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15024/1091 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.23

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.17 m

ROAD (0.00 + 44.39 + 0.00) = 44.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.72	0.00	-18.87	-1.46	0.00	0.00	0.00	44.39

Segment Leq : 44.39 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.65	0.00	-21.39	-1.46	0.00	0.00	0.00	49.81

Segment Leq : 49.81 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-14.57	-0.57	0.00	0.00	-15.22	49.20

Segment Leq : 49.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.38	2.38

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-15.03	-0.58	0.00	0.00	-15.43	46.36

Segment Leq : 46.36 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.61 m

ROAD (0.00 + 37.72 + 0.00) = 37.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.37	0.00	-21.20	-1.46	0.00	0.00	0.00	37.72

Segment Leq : 37.72 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 38.68 + 0.00) = 38.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.26	0.00	-19.12	-1.46	0.00	0.00	0.00	38.68

Segment Leq : 38.68 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 54.69 + 0.00) = 54.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.83	0.00	-5.68	-1.46	0.00	0.00	0.00	54.69

Segment Leq : 54.69 dBA

Total Leq All Segments: 57.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 37.25 + 0.00) = 37.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.35	0.00	-17.79	-1.32	0.00	0.00	0.00	37.25

Segment Leq : 37.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 44.19 + 0.00) = 44.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	65.94	0.00	-20.41	-1.34	0.00	0.00	0.00	44.19

Segment Leq : 44.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 46.97 + 0.00) = 46.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-13.41	-0.34	0.00	0.00	-15.08	46.97

Segment Leq : 46.97 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.45	2.45

ROAD (0.00 + 43.56 + 0.00) = 43.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-13.82	-0.35	0.00	0.00	-15.31	43.56

Segment Leq : 43.56 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.55 m

ROAD (0.00 + 34.39 + 0.00) = 34.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.03	0.00	-20.29	-1.35	0.00	0.00	0.00	34.39

Segment Leq : 34.39 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 36.37 + 0.00) = 36.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.99	0.00	-18.28	-1.35	0.00	0.00	0.00	36.37

Segment Leq : 36.37 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.45	0.00	-2.34	-1.35	0.00	0.00	0.00	49.76

Segment Leq : 49.76 dBA

Total Leq All Segments: 53.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.46
(NIGHT): 53.13

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8469/607 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 163/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9334
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 1.87
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13189/1405 veh/TimePeriod *
Medium truck volume : 74/8 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14718
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.37

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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-----
Car traffic volume : 15024/1091 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.23
    
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.17 m

ROAD (0.00 + 46.00 + 0.00) = 46.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.72	0.00	-17.27	-1.46	0.00	0.00	0.00	46.00

Segment Leq : 46.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 42.72 + 0.00) = 42.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.33	0.00	-20.15	-1.46	0.00	0.00	0.00	42.72

Segment Leq : 42.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.57	2.57

ROAD (0.00 + 50.28 + 0.00) = 50.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.56	0.00	-13.53	-0.57	0.00	0.00	-15.18	50.28

Segment Leq : 50.28 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.41	2.41

ROAD (0.00 + 47.38 + 0.00) = 47.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.40	0.00	-14.04	-0.58	0.00	0.00	-15.40	47.38

Segment Leq : 47.38 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.61 m

ROAD (0.00 + 38.96 + 0.00) = 38.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.37	0.00	-19.95	-1.46	0.00	0.00	0.00	38.96

Segment Leq : 38.96 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.63 m

ROAD (0.00 + 40.23 + 0.00) = 40.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.26	0.00	-17.58	-1.46	0.00	0.00	0.00	40.23

Segment Leq : 40.23 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.69 + 0.00) = 54.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.83	0.00	-5.68	-1.46	0.00	0.00	0.00	54.69

Segment Leq : 54.69 dBA

Total Leq All Segments: 57.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.18 m

ROAD (0.00 + 38.77 + 0.00) = 38.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.35	0.00	-16.26	-1.32	0.00	0.00	0.00	38.77

Segment Leq : 38.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 37.11 + 0.00) = 37.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.62	0.00	-19.17	-1.34	0.00	0.00	0.00	37.11

Segment Leq : 37.11 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.66	!	2.66

ROAD (0.00 + 48.06 + 0.00) = 48.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.81	0.00	-12.40	-0.34	0.00	0.00	-15.01	48.06

Segment Leq : 48.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	4.50	!	2.50	!	2.50

ROAD (0.00 + 44.55 + 0.00) = 44.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.04	0.00	-12.89	-0.35	0.00	0.00	-15.25	44.55

Segment Leq : 44.55 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.55 m

ROAD (0.00 + 35.64 + 0.00) = 35.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.03	0.00	-19.04	-1.35	0.00	0.00	0.00	35.64

Segment Leq : 35.64 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 38.00 + 0.00) = 38.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.99	0.00	-16.65	-1.35	0.00	0.00	0.00	38.00

Segment Leq : 38.00 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.45	0.00	-2.34	-1.35	0.00	0.00	0.00	49.76

Segment Leq : 49.76 dBA

Total Leq All Segments: 53.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.27
(NIGHT): 53.22

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 15024/1091 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.23

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.20	0.00	-6.27	0.00	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-9.65	0.00	0.00	0.00	0.00	52.41

Segment Leq : 52.41 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 56.92 + 0.00) = 56.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.56	0.00	-7.71	0.00	0.00	0.00	-14.93	56.92

Segment Leq : 56.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.57	2.57

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.40	0.00	-8.51	0.00	0.00	0.00	-15.21	53.68

Segment Leq : 53.68 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 57.46 + 0.00) = 57.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.83	0.00	-4.37	0.00	0.00	0.00	0.00	57.46

Segment Leq : 57.46 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.67	0.67

ROAD (0.00 + 37.43 + 0.00) = 37.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-8.91	0.00	0.00	0.00	-14.03	37.43

Segment Leq : 37.43 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.72	0.72

ROAD (0.00 + 38.22 + 0.00) = 38.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.26	0.00	-7.15	0.00	0.00	0.00	-13.90	38.22

Segment Leq : 38.22 dBA

Total Leq All Segments: 63.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 50.63 + 0.00) = 50.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-6.47	0.00	0.00	0.00	0.00	50.63

Segment Leq : 50.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 44.07 + 0.00) = 44.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-9.75	0.00	0.00	0.00	0.00	44.07

Segment Leq : 44.07 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 53.37 + 0.00) = 53.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.81	0.00	-7.85	0.00	0.00	0.00	-14.58	53.37

Segment Leq : 53.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.72	2.72

ROAD (0.00 + 49.48 + 0.00) = 49.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.04	0.00	-8.63	0.00	0.00	0.00	-14.93	49.48

Segment Leq : 49.48 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.45	0.00	-3.68	0.00	0.00	0.00	0.00	49.77

Segment Leq : 49.77 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.55	4.50	0.65	0.65

ROAD (0.00 + 33.02 + 0.00) = 33.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.03	0.00	-9.02	0.00	0.00	0.00	-13.99	33.02

Segment Leq : 33.02 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 4.50 ! 0.81 ! 0.81

ROAD (0.00 + 35.12 + 0.00) = 35.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.99	0.00	-7.31	0.00	0.00	0.00	-13.55	35.12

Segment Leq : 35.12 dBA

Total Leq All Segments: 57.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.20
(NIGHT): 57.38

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7926/1671 veh/TimePeriod *
Medium truck volume : 567/119 veh/TimePeriod *
Heavy truck volume : 4597/969 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15850
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.33
Heavy Truck % of Total Volume : 35.12
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7332/1345 veh/TimePeriod *
Medium truck volume : 397/73 veh/TimePeriod *
Heavy truck volume : 2671/490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 15024/1091 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16115
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.23

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 5842/1095 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6964
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.26
Heavy Truck % of Total Volume : 0.13
Day (16 hrs) % of Total Volume : 84.22

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

```

-----
Car traffic volume : 4436/1035 veh/TimePeriod *
Medium truck volume : 15/3 veh/TimePeriod *
Heavy truck volume : 7/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5498
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.80 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 37.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 62.64 + 0.00) = 62.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.20	0.00	-1.56	0.00	0.00	0.00	0.00	62.64

Segment Leq : 62.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 54.77 + 0.00) = 54.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.06	0.00	-7.30	0.00	0.00	0.00	0.00	54.77

Segment Leq : 54.77 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 60.39 + 0.00) = 60.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.56	0.00	-4.72	0.00	0.00	0.00	-14.44	60.39

Segment Leq : 60.39 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.80	2.80

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.40	0.00	-6.20	0.00	0.00	0.00	-14.93	56.27

Segment Leq : 56.27 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 57.46 + 0.00) = 57.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.83	0.00	-4.37	0.00	0.00	0.00	0.00	57.46

Segment Leq : 57.46 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.71	0.71

ROAD (0.00 + 39.85 + 0.00) = 39.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.37	0.00	-6.61	0.00	0.00	0.00	-13.91	39.85

Segment Leq : 39.85 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	1.50	0.82	0.82

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.26	0.00	-3.78	0.00	0.00	0.00	-13.59	41.89

Segment Leq : 41.89 dBA

Total Leq All Segments: 66.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 54.96 + 0.00) = 54.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-2.13	0.00	0.00	0.00	0.00	54.96

Segment Leq : 54.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.82	0.00	-7.46	0.00	0.00	0.00	0.00	46.36

Segment Leq : 46.36 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.81	0.00	-5.01	0.00	0.00	0.00	-13.74	57.06

Segment Leq : 57.06 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	3.03	3.03

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.04	0.00	-6.40	0.00	0.00	0.00	-14.45	52.20

 Segment Leq : 52.20 dBA

Results segment # 5: Cousineau (night)

 Source height = 0.50 m

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.45	0.00	-3.68	0.00	0.00	0.00	0.00	49.77

 Segment Leq : 49.77 dBA

Results segment # 6: 401NB off rp (night)

 Source height = 0.55 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.55	4.50	0.72	0.72

ROAD (0.00 + 35.48 + 0.00) = 35.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.03	0.00	-6.80	0.00	0.00	0.00	-13.75	35.48

 Segment Leq : 35.48 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 38.91 + 0.00) = 38.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.99	0.00	-4.13	0.00	0.00	0.00	-12.95	38.91

Segment Leq : 38.91 dBA

Total Leq All Segments: 60.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.27
(NIGHT): 60.56

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 51.49 + 0.00) = 51.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-11.26	-1.46	0.00	0.00	0.00	51.49

Segment Leq : 51.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.07 + 0.00) = 45.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-15.54	-1.46	0.00	0.00	0.00	45.07

Segment Leq : 45.07 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.67	2.67

ROAD (0.00 + 56.22 + 0.00) = 56.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-10.01	-0.71	0.00	0.00	-13.47	56.22

Segment Leq : 56.22 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.48	2.48

ROAD (0.00 + 53.54 + 0.00) = 53.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.08	0.00	-11.04	-0.72	0.00	0.00	-13.78	53.54

Segment Leq : 53.54 dBA

Total Leq All Segments: 59.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.10	0.00	-10.96	-1.31	0.00	0.00	0.00	44.82

Segment Leq : 44.82 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 37.45 + 0.00) = 37.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.82	0.00	-15.03	-1.34	0.00	0.00	0.00	37.45

Segment Leq : 37.45 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.83	2.83

ROAD (0.00 + 53.83 + 0.00) = 53.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.88	0.00	-9.47	-0.50	0.00	0.00	-13.09	53.83

Segment Leq : 53.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.22 ! 4.50 ! 2.62 ! 2.62

ROAD (0.00 + 50.98 + 0.00) = 50.98 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.19 75.36 0.00 -10.40 -0.51 0.00 0.00 -13.47 50.98
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 50.98 dBA

Total Leq All Segments: 56.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.13
(NIGHT): 56.05

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 60.00 / 63.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-4.10	-1.46	0.00	0.00	0.00	58.64

Segment Leq : 58.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-12.38	-1.46	0.00	0.00	0.00	48.23

Segment Leq : 48.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.96	2.96

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-6.38	-0.71	0.00	0.00	-13.03	60.28

Segment Leq : 60.28 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.66	2.66

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.08	0.00	-8.18	-0.72	0.00	0.00	-13.53	56.65

Segment Leq : 56.65 dBA

Total Leq All Segments: 63.67 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 51.16 + 0.00) = 51.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.10	0.00	-4.63	-1.31	0.00	0.00	0.00	51.16

Segment Leq : 51.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 40.40 + 0.00) = 40.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.82	0.00	-12.09	-1.34	0.00	0.00	0.00	40.40

Segment Leq : 40.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.25	3.25

ROAD (0.00 + 57.86 + 0.00) = 57.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.88	0.00	-6.24	-0.50	0.00	0.00	-12.28	57.86

Segment Leq : 57.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.22 ! 4.50 ! 2.88 ! 2.88

ROAD (0.00 + 54.01 + 0.00) = 54.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.36	0.00	-7.84	-0.51	0.00	0.00	-13.00	54.01

Segment Leq : 54.01 dBA

Total Leq All Segments: 60.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.67
(NIGHT): 60.02

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 22569/1733 veh/TimePeriod *
Medium truck volume : 344/26 veh/TimePeriod *
Heavy truck volume : 173/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87
  
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-9.81	-1.46	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-19.60	-1.46	0.00	0.00	0.00	41.01

Segment Leq : 41.01 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.59 !	2.59

ROAD (0.00 + 54.35 + 0.00) = 54.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-11.76	-0.71	0.00	0.00	-13.59	54.35

Segment Leq : 54.35 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.42 !	2.42

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.08	0.00	-12.54	-0.72	0.00	0.00	-13.87	51.95

Segment Leq : 51.95 dBA

Results segment # 5: Howard (day)

Source height = 0.93 m

ROAD (0.00 + 57.12 + 0.00) = 57.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.81	0.00	-9.23	-1.46	0.00	0.00	0.00	57.12

Segment Leq : 57.12 dBA

Total Leq All Segments: 60.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 45.47 + 0.00) = 45.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-10.17	-1.46	0.00	0.00	0.00	45.47

Segment Leq : 45.47 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.67 + 0.00) = 32.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.82	0.00	-19.70	-1.46	0.00	0.00	0.00	32.67

Segment Leq : 32.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.58	2.58

ROAD (0.00 + 50.69 + 0.00) = 50.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	76.88	0.00	-11.89	-0.71	0.00	0.00	-13.59	50.69

Segment Leq : 50.69 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	2.41	!	2.41

ROAD (0.00 + 48.11 + 0.00) = 48.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	75.36	0.00	-12.65	-0.72	0.00	0.00	-13.88	48.11

Segment Leq : 48.11 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 48.56 + 0.00) = 48.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.65	0.00	-9.62	-1.46	0.00	0.00	0.00	48.56

Segment Leq : 48.56 dBA

Total Leq All Segments: 54.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.62
(NIGHT): 54.64

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5469/524 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 184/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.21
Day (16 hrs) % of Total Volume : 91.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6853/497 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7461
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11749/2494 veh/TimePeriod *
Medium truck volume : 563/119 veh/TimePeriod *
Heavy truck volume : 3909/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19664
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 22569/1733 veh/TimePeriod *
Medium truck volume : 344/26 veh/TimePeriod *
Heavy truck volume : 173/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.20	0.00	-9.43	-1.46	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.23 + 0.00) = 41.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.06	0.00	-19.38	-1.46	0.00	0.00	0.00	41.23

Segment Leq : 41.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.59	2.59

ROAD (0.00 + 54.54 + 0.00) = 54.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.40	0.00	-11.58	-0.71	0.00	0.00	-13.58	54.54

Segment Leq : 54.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.42	2.42

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.08	0.00	-12.38	-0.72	0.00	0.00	-13.86	52.12

Segment Leq : 52.12 dBA

Results segment # 5: Howard (day)

Source height = 0.93 m

ROAD (0.00 + 57.12 + 0.00) = 57.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.81	0.00	-9.23	-1.46	0.00	0.00	0.00	57.12

Segment Leq : 57.12 dBA

Total Leq All Segments: 60.76 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.35 m

ROAD (0.00 + 45.83 + 0.00) = 45.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-9.81	-1.46	0.00	0.00	0.00	45.83

Segment Leq : 45.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.89 + 0.00) = 32.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.82	0.00	-19.47	-1.46	0.00	0.00	0.00	32.89

Segment Leq : 32.89 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.59	2.59

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	76.88	0.00	-11.71	-0.71	0.00	0.00	-13.58	50.87

Segment Leq : 50.87 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.42 !	2.42

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	75.36	0.00	-12.50	-0.72	0.00	0.00	-13.87	48.27

Segment Leq : 48.27 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 48.56 + 0.00) = 48.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.65	0.00	-9.62	-1.46	0.00	0.00	0.00	48.56

Segment Leq : 48.56 dBA

Total Leq All Segments: 54.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.76
(NIGHT): 54.79

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10868/954 veh/TimePeriod *
Medium truck volume : 145/13 veh/TimePeriod *
Heavy truck volume : 73/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12495/852 veh/TimePeriod *
Medium truck volume : 177/12 veh/TimePeriod *
Heavy truck volume : 88/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11563/2568 veh/TimePeriod *
Medium truck volume : 685/152 veh/TimePeriod *
Heavy truck volume : 5508/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4644/1273 veh/TimePeriod *
Medium truck volume : 393/108 veh/TimePeriod *
Heavy truck volume : 3275/897 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.73
Heavy Truck % of Total Volume : 39.40
Day (16 hrs) % of Total Volume : 78.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 7877/1074 veh/TimePeriod *
Medium truck volume : 101/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 88.00

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 22569/1733 veh/TimePeriod *
Medium truck volume : 344/26 veh/TimePeriod *
Heavy truck volume : 173/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24859
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87

```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 57.84 + 0.00) = 57.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.44	0.00	-6.60	0.00	0.00	0.00	0.00	57.84

Segment Leq : 57.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 52.67 + 0.00) = 52.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.12	0.00	-12.45	0.00	0.00	0.00	0.00	52.67

Segment Leq : 52.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 63.23 + 0.00) = 63.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.40	0.00	-8.26	0.00	0.00	0.00	-8.91	63.23

Segment Leq : 63.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 60.20 + 0.00) = 60.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.03	0.00	-8.98	0.00	0.00	0.00	-8.85	60.20

Segment Leq : 60.20 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.98	0.00	-9.63	0.00	0.00	0.00	-15.49	37.86

Segment Leq : 37.86 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.93 m

ROAD (0.00 + 58.75 + 0.00) = 58.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.81	0.00	-9.07	0.00	0.00	0.00	0.00	58.75

Segment Leq : 58.75 dBA

Total Leq All Segments: 66.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 51.56 + 0.00) = 51.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.83	0.00	-5.27	0.00	0.00	0.00	0.00	51.56

Segment Leq : 51.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.46	0.00	-12.16	0.00	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.77	2.77

ROAD (0.00 + 61.36 + 0.00) = 61.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-7.40	0.00	0.00	0.00	-8.12	61.36

Segment Leq : 61.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 58.93 + 0.00) = 58.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.42	0.00	-8.26	0.00	0.00	0.00	-8.22	58.93

Segment Leq : 58.93 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.01	!	1.01

ROAD (0.00 + 33.03 + 0.00) = 33.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-9.02	0.00	0.00	0.00	-15.30	33.03

Segment Leq : 33.03 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 50.65 + 0.00) = 50.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.65	0.00	-8.99	0.00	0.00	0.00	0.00	50.65

Segment Leq : 50.65 dBA

Total Leq All Segments: 63.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.72
(NIGHT): 63.87

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 12047/2471 veh/TimePeriod *
Medium truck volume : 565/116 veh/TimePeriod *
Heavy truck volume : 3946/809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 23.83
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 11353/2370 veh/TimePeriod *
Medium truck volume : 705/147 veh/TimePeriod *
Heavy truck volume : 5753/1201 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.96
Heavy Truck % of Total Volume : 32.30
Day (16 hrs) % of Total Volume : 82.73

```

Data for Segment # 2: Hwy 401 SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 62.79 + 0.00) = 62.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.13	0.00	-14.92	-1.42	0.00	0.00	0.00	62.79

Segment Leq : 62.79 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.38 m

ROAD (0.00 + 65.22 + 0.00) = 65.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.57	0.00	-13.94	-1.41	0.00	0.00	0.00	65.22

Segment Leq : 65.22 dBA

Total Leq All Segments: 67.18 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 59.73 + 0.00) = 59.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.26	0.00	-14.26	-1.26	0.00	0.00	0.00	59.73

Segment Leq : 59.73 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.38 m

ROAD (0.00 + 62.17 + 0.00) = 62.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.78	0.00	-13.36	-1.25	0.00	0.00	0.00	62.17

Segment Leq : 62.17 dBA

Total Leq All Segments: 64.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.18
(NIGHT): 64.13

**APPENDIX B.3.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1B 2025**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 38290/4402 veh/TimePeriod *
Medium truck volume : 377/43 veh/TimePeriod *
Heavy truck volume : 186/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 43320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 89.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Labelle St (day/night)

```

-----
Car traffic volume : 4926/525 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5451
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.37
  
```

Data for Segment # 6: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 32.46 + 0.00) = 32.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.07 0.00 -11.03 0.00 0.00 0.00 -13.58 32.46
-----
  
```

Segment Leq : 32.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	1.50	-0.56	1.44

ROAD (0.00 + 46.65 + 0.00) = 46.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.49	0.00	-7.68	-1.24	0.00	0.00	-13.92	46.65

Segment Leq : 46.65 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.81	0.00	-9.05	0.00	0.00	0.00	-16.02	56.73

Segment Leq : 56.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.40	0.00	-8.26	0.00	0.00	0.00	-15.97	54.16

Segment Leq : 54.16 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	1.50	!	-0.50	!	1.50

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-11.16	0.00	0.00	0.00	-13.52	46.36

Segment Leq : 46.36 dBA

Results segment # 6: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 31.50 + 0.00) = 31.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.99	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.50

Segment Leq : 31.50 dBA

Total Leq All Segments: 59.16 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.37 + 0.00) = 38.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-10.96	0.00	0.00	0.00	-4.96	33.41*
-90	90	0.00	49.32	0.00	-10.96	0.00	0.00	0.00	0.00	38.37

* Bright Zone !

Segment Leq : 38.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	2.42	!	4.42

ROAD (0.00 + 50.19 + 0.00) = 50.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.09	0.00	-6.82	-1.07	0.00	0.00	-5.00	50.19

Segment Leq : 50.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.89	!	2.89

ROAD (0.00 + 54.25 + 0.00) = 54.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-8.79	0.00	0.00	0.00	-15.81	54.25

Segment Leq : 54.25 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.98	2.98

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-8.04	0.00	0.00	0.00	-15.72	53.01

Segment Leq : 53.01 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	4.50	2.45	4.45

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-11.00	0.00	0.00	0.00	-5.00	51.14*
-90	90	0.00	67.14	0.00	-11.00	0.00	0.00	0.00	0.00	56.14

* Bright Zone !

Segment Leq : 56.14 dBA

Results segment # 6: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.59	!	3.59

ROAD (0.00 + 32.92 + 0.00) = 32.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.27	0.00	-10.49	-1.09	0.00	0.00	-5.78	32.92

Segment Leq : 32.92 dBA

Total Leq All Segments: 59.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.16
(NIGHT): 59.96

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 38290/4402 veh/TimePeriod *
Medium truck volume : 377/43 veh/TimePeriod *
Heavy truck volume : 186/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 43320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 89.69

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401SB on rmp (day/night)

Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

Data for Segment # 4: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 4926/525 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5451
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.37
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.56 ! 1.44
  
```

ROAD (0.00 + 46.65 + 0.00) = 46.65 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 69.49 0.00 -7.68 -1.24 0.00 0.00 -13.92 46.65
-----
  
```

Segment Leq : 46.65 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.72	!	2.72

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.81	0.00	-9.05	0.00	0.00	0.00	-16.02	56.73

Segment Leq : 56.73 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.40	0.00	-8.26	0.00	0.00	0.00	-15.97	54.16

Segment Leq : 54.16 dBA

Results segment # 4: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.66 !	1.50 !	-0.50 !	1.50

ROAD (0.00 + 46.97 + 0.00) = 46.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-10.54	0.00	0.00	0.00	-13.53	46.97

Segment Leq : 46.97 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.50 + 0.00) = 31.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.99	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.50

Segment Leq : 31.50 dBA

Total Leq All Segments: 59.19 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 50.19 + 0.00) = 50.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.09	0.00	-6.82	-1.07	0.00	0.00	-5.00	50.19

Segment Leq : 50.19 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 54.25 + 0.00) = 54.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-8.79	0.00	0.00	0.00	-15.81	54.25

Segment Leq : 54.25 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-8.04	0.00	0.00	0.00	-15.72	53.01

Segment Leq : 53.01 dBA

Results segment # 4: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	4.50	!	2.52	!	4.52

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-10.41	0.00	0.00	0.00	99.00	155.73
-90	90	0.00	67.14	0.00	-10.41	0.00	0.00	0.00	0.00	56.73

* Bright Zone !

Segment Leq : 56.73 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.27	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.24

Segment Leq : 33.24 dBA

Total Leq All Segments: 60.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.19
(NIGHT): 60.19

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5043/430 veh/TimePeriod *
Medium truck volume : 84/7 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5610
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.50 / 137.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23702/2143 veh/TimePeriod *
Medium truck volume : 173/16 veh/TimePeriod *
Heavy truck volume : 86/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26127
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 14592/2256 veh/TimePeriod *
Medium truck volume : 200/31 veh/TimePeriod *
Heavy truck volume : 100/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17194
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 86.61

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.44 0.00 -9.53 0.00 0.00 0.00 -13.02 38.90
-----
  
```

Segment Leq : 38.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	1.50	!	-0.70	!	1.30

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.09	0.00	-1.40	-1.24	0.00	0.00	-14.40	50.06

Segment Leq : 50.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.90	!	2.90

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.81	0.00	-7.19	0.00	0.00	0.00	-15.88	58.73

Segment Leq : 58.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.05	!	3.05

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.40	0.00	-6.06	0.00	0.00	0.00	-15.76	56.58

Segment Leq : 56.58 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.18	!	1.18

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-2.98	0.00	0.00	0.00	-14.91	47.85

Segment Leq : 47.85 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.66 !	1.50 !	1.72 !	1.72

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-8.88	0.00	0.00	0.00	-13.90	48.26

Segment Leq : 48.26 dBA

Total Leq All Segments: 61.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	4.50 !	2.29 !	4.29

ROAD (0.00 + 39.21 + 0.00) = 39.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.87	0.00	-9.62	0.00	0.00	0.00	-5.04	39.21

Segment Leq : 39.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	1.12 !	3.12

ROAD (0.00 + 47.91 + 0.00) = 47.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	59.69	0.00	-2.26	-1.07	0.00	0.00	-8.45	47.91

Segment Leq : 47.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.08 !	3.08

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-7.35	0.00	0.00	0.00	-15.61	55.89

Segment Leq : 55.89 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.27	!	3.27

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-6.27	0.00	0.00	0.00	-15.50	55.01

Segment Leq : 55.01 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	1.32	!	1.32

ROAD (0.00 + 42.90 + 0.00) = 42.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.62	0.00	-3.40	0.00	0.00	0.00	-14.33	42.90

Segment Leq : 42.90 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.77 ! 1.77

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-8.99	0.00	0.00	0.00	-13.72	44.43

Segment Leq : 44.43 dBA

Total Leq All Segments: 59.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.58
(NIGHT): 59.15

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5043/430 veh/TimePeriod *
Medium truck volume : 84/7 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5610
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23702/2143 veh/TimePeriod *
Medium truck volume : 173/16 veh/TimePeriod *
Heavy truck volume : 86/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26127
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 14592/2256 veh/TimePeriod *
Medium truck volume : 200/31 veh/TimePeriod *
Heavy truck volume : 100/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17194
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 86.61

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 39.16 + 0.00) = 39.16 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.44 0.00 -9.26 0.00 0.00 0.00 -13.03 39.16
-----
  
```

Segment Leq : 39.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	1.50 !	-0.70 !	1.30

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.09	0.00	-1.40	-1.24	0.00	0.00	-14.40	50.06

Segment Leq : 50.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.95 !	2.95

ROAD (0.00 + 59.18 + 0.00) = 59.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.81	0.00	-6.78	0.00	0.00	0.00	-15.84	59.18

Segment Leq : 59.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.13	!	3.13

ROAD (0.00 + 57.19 + 0.00) = 57.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.40	0.00	-5.52	0.00	0.00	0.00	-15.68	57.19

Segment Leq : 57.19 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.18	!	1.18

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-2.98	0.00	0.00	0.00	-14.91	47.85

Segment Leq : 47.85 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.66 !	1.50 !	1.73 !	1.73

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-8.23	0.00	0.00	0.00	-13.87	48.93

Segment Leq : 48.93 dBA

Total Leq All Segments: 62.04 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	4.50 !	2.28 !	4.28

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.87	0.00	-9.36	0.00	0.00	0.00	-5.05	39.46

Segment Leq : 39.46 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 4.50 ! 1.12 ! 3.12

ROAD (0.00 + 47.91 + 0.00) = 47.91 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 59.69 0.00 -2.26 -1.07 0.00 0.00 -8.45 47.91
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 47.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
2.40 ! 4.50 ! 3.15 ! 3.15

ROAD (0.00 + 56.36 + 0.00) = 56.36 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 78.85 0.00 -6.96 0.00 0.00 0.00 -15.54 56.36
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 56.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.38	!	3.38

ROAD (0.00 + 55.67 + 0.00) = 55.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-5.76	0.00	0.00	0.00	-15.34	55.67

Segment Leq : 55.67 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	1.32	!	1.32

ROAD (0.00 + 42.90 + 0.00) = 42.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.62	0.00	-3.40	0.00	0.00	0.00	-14.33	42.90

Segment Leq : 42.90 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.78 ! 1.78

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-8.36	0.00	0.00	0.00	-13.66	45.11

Segment Leq : 45.11 dBA

Total Leq All Segments: 59.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.04
(NIGHT): 59.66

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5132/491 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.22
Heavy Truck % of Total Volume : 0.11
Day (16 hrs) % of Total Volume : 91.27

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5340/406 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5754
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20679/4539 veh/TimePeriod *
Medium truck volume : 1043/229 veh/TimePeriod *
Heavy truck volume : 8239/1809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36538
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.50
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 17052/3685 veh/TimePeriod *
Medium truck volume : 633/137 veh/TimePeriod *
Heavy truck volume : 4224/913 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.89
Heavy Truck % of Total Volume : 19.28
Day (16 hrs) % of Total Volume : 82.23
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 49.00 / 52.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.58 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.58 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 46.83 + 0.00) = 46.83 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.75 0.00 -7.90 0.00 0.00 0.00 0.00 -5.02 46.83
-----
  
```

Segment Leq : 46.83 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	1.27	!	1.27

ROAD (0.00 + 50.79 + 0.00) = 50.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-3.74	0.00	0.00	0.00	-5.16	50.79

Segment Leq : 50.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 57.57 + 0.00) = 57.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.22	0.00	-6.84	0.00	0.00	0.00	-17.81	57.57

Segment Leq : 57.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.10	1.50	3.25	3.25

ROAD (0.00 + 56.22 + 0.00) = 56.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.58	0.00	-5.60	0.00	0.00	0.00	-17.75	56.22

Segment Leq : 56.22 dBA

Total Leq All Segments: 60.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	4.50	4.06	4.06

ROAD (0.00 + 44.69 + 0.00) = 44.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.73	0.00	-8.04	0.00	0.00	0.00	-0.26	44.43*
-90	90	0.00	52.73	0.00	-8.04	0.00	0.00	0.00	0.00	44.69

* Bright Zone !

Segment Leq : 44.69 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.15	3.15

ROAD (0.00 + 47.29 + 0.00) = 47.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.38	0.00	-4.09	0.00	0.00	0.00	-0.59	46.70*
-90	90	0.00	51.38	0.00	-4.09	0.00	0.00	0.00	0.00	47.29

* Bright Zone !

Segment Leq : 47.29 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	3.33	3.33

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.64	0.00	-7.02	0.00	0.00	0.00	-17.68	53.95

 Segment Leq : 53.95 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.10 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.10 ! 4.50 ! 3.47 ! 3.47

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.94	0.00	-5.84	0.00	0.00	0.00	-17.58	52.52

Segment Leq : 52.52 dBA

Total Leq All Segments: 57.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.64
(NIGHT): 57.08

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 1: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.50 / 134.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 126.00 / 129.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 2: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 114.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 109.00 / 112.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

Car traffic volume : 15585/1286 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.38

Data for Segment # 3: Cabana Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: S.Service Rd (day/night)

Car traffic volume : 12424/1058 veh/TimePeriod *
Medium truck volume : 39/3 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13546
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 4: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 151.50 / 154.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: N.Service Rd (day/night)

```

-----
Car traffic volume : 5726/367 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.98
  
```

Data for Segment # 5: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 2.66 ! 2.66
  
```

ROAD (0.00 + 57.73 + 0.00) = 57.73 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 82.24 0.00 -9.43 0.00 0.00 0.00 -15.08 57.73
-----
  
```

Segment Leq : 57.73 dBA

Results segment # 2: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	1.50	!	2.53	!	2.53

ROAD (0.00 + 54.98 + 0.00) = 54.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-8.83	0.00	0.00	0.00	-15.26	54.98

Segment Leq : 54.98 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.99	0.00	-3.97	-1.46	0.00	0.00	0.00	56.57

Segment Leq : 56.57 dBA

Results segment # 4: S.Service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.73	0.00	-10.04	0.00	0.00	0.00	0.00	53.68

Segment Leq : 53.68 dBA

Results segment # 5: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.08	0.00	-7.99	0.00	0.00	0.00	0.00	52.09

Segment Leq : 52.09 dBA

Total Leq All Segments: 62.45 dBA

Results segment # 1: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 54.21 + 0.00) = 54.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-9.53	0.00	0.00	0.00	-14.85	54.21

Segment Leq : 54.21 dBA

Results segment # 2: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.67	2.67

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.17	0.00	-8.94	0.00	0.00	0.00	-15.00	51.22

Segment Leq : 51.22 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.16	0.00	-4.58	-1.35	0.00	0.00	0.00	48.23

Segment Leq : 48.23 dBA

Results segment # 4: S.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.08	0.00	-10.13	0.00	0.00	0.00	0.00	45.95

Segment Leq : 45.95 dBA

Results segment # 5: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.94	0.00	-8.13	0.00	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Total Leq All Segments: 57.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.45
(NIGHT): 57.17

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12901/971 veh/TimePeriod *
Medium truck volume : 75/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13994
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 93.00

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10905/1005 veh/TimePeriod *
Medium truck volume : 85/8 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12049
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 87.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 82.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 15585/1286 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16871
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.38
  
```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 55.04 + 0.00) = 55.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.27	0.00	-9.23	0.00	0.00	0.00	0.00	55.04

Segment Leq : 55.04 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 57.25 + 0.00) = 57.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.78	0.00	-6.53	0.00	0.00	0.00	0.00	57.25

Segment Leq : 57.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 58.77 + 0.00) = 58.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.24	0.00	-8.47	0.00	0.00	0.00	-15.00	58.77

Segment Leq : 58.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.63	2.63

ROAD (0.00 + 56.26 + 0.00) = 56.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-7.66	0.00	0.00	0.00	-15.15	56.26

Segment Leq : 56.26 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.19 + 0.00) = 58.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.99	0.00	-3.80	0.00	0.00	0.00	0.00	58.19

Segment Leq : 58.19 dBA

Total Leq All Segments: 64.29 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 47.45 + 0.00) = 47.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.09	0.00	-8.63	0.00	0.00	0.00	0.00	47.45

Segment Leq : 47.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 51.11 + 0.00) = 51.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.47	0.00	-5.36	0.00	0.00	0.00	0.00	51.11

Segment Leq : 51.11 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.96	2.96

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-7.76	0.00	0.00	0.00	-14.56	56.27

Segment Leq : 56.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.23 !	4.50 !	2.95 !	2.95

ROAD (0.00 + 53.81 + 0.00) = 53.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.17	0.00	-6.78	0.00	0.00	0.00	-14.58	53.81

Segment Leq : 53.81 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.31 + 0.00) = 52.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.16	0.00	-1.86	0.00	0.00	0.00	0.00	52.31

Segment Leq : 52.31 dBA

Total Leq All Segments: 60.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.29
(NIGHT): 60.08

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16314/1264 veh/TimePeriod *
Medium truck volume : 71/5 veh/TimePeriod *
Heavy truck volume : 36/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17693
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.81

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7262/460 veh/TimePeriod *
Medium truck volume : 35/2 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7778
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 94.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 48.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 69.50 / 72.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 64.00 / 67.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.08	0.00	-8.51	0.00	0.00	0.00	0.00	56.57

Segment Leq : 56.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 56.54 + 0.00) = 56.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.64	0.00	-5.10	0.00	0.00	0.00	0.00	56.54

Segment Leq : 56.54 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.79	2.79

ROAD (0.00 + 59.71 + 0.00) = 59.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.24	0.00	-7.61	0.00	0.00	0.00	-14.92	59.71

Segment Leq : 59.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.73	2.73

ROAD (0.00 + 57.38 + 0.00) = 57.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-6.66	0.00	0.00	0.00	-15.03	57.38

Segment Leq : 57.38 dBA

Total Leq All Segments: 63.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 48.36 + 0.00) = 48.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.99	0.00	-8.63	0.00	0.00	0.00	0.00	48.36

Segment Leq : 48.36 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 47.23 + 0.00) = 47.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.59	0.00	-5.36	0.00	0.00	0.00	0.00	47.23

Segment Leq : 47.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.96	2.96

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-7.76	0.00	0.00	0.00	-14.56	56.27

Segment Leq : 56.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.23 ! 4.50 ! 2.94 ! 2.94

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.17	0.00	-6.84	0.00	0.00	0.00	-14.59	53.73

Segment Leq : 53.73 dBA

Total Leq All Segments: 58.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.78
(NIGHT): 58.93

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8893/681 veh/TimePeriod *
Medium truck volume : 86/7 veh/TimePeriod *
Heavy truck volume : 220/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9902
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 2.39
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13473/1442 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15051
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 90.33

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 8748/775   veh/TimePeriod *
Medium truck volume : 0/0      veh/TimePeriod *
Heavy truck volume : 0/0      veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9523
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 91.86
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth          : 0          (No woods.)
No of house rows   : 0 / 0
Surface            : 1          (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height    : 1.50 / 4.50 m
Topography         : 1          (Flat/gentle slope; no barrier)
Reference angle    : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.24 m

ROAD (0.00 + 45.65 + 0.00) = 45.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.47	0.00	-18.36	-1.46	0.00	0.00	0.00	45.65

Segment Leq : 45.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 48.44 + 0.00) = 48.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-14.59	-1.46	0.00	0.00	0.00	48.44

Segment Leq : 48.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 52.83 + 0.00) = 52.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-12.65	-0.57	0.00	0.00	-15.14	52.83

Segment Leq : 52.83 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 50.76 + 0.00) = 50.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-12.06	-0.57	0.00	0.00	-15.21	50.76

Segment Leq : 50.76 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.72	0.72

ROAD (0.00 + 31.37 + 0.00) = 31.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.78	0.00	-14.30	-1.18	0.00	0.00	-13.92	31.37

Segment Leq : 31.37 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.70	0.70

ROAD (0.00 + 28.48 + 0.00) = 28.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.69	0.00	-16.05	-1.18	0.00	0.00	-13.97	28.48

Segment Leq : 28.48 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.69 + 0.00) = 40.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.48	0.00	-17.33	-1.46	0.00	0.00	0.00	40.69

Segment Leq : 40.69 dBA

Total Leq All Segments: 56.35 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.25 m

ROAD (0.00 + 38.49 + 0.00) = 38.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.36	0.00	-17.56	-1.32	0.00	0.00	0.00	38.49

Segment Leq : 38.49 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 42.16 + 0.00) = 42.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.75	0.00	-14.24	-1.34	0.00	0.00	0.00	42.16

Segment Leq : 42.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 50.40 + 0.00) = 50.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-11.80	-0.34	0.00	0.00	-14.96	50.40

Segment Leq : 50.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.66	!	2.66

ROAD (0.00 + 48.34 + 0.00) = 48.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-11.27	-0.35	0.00	0.00	-15.01	48.34

Segment Leq : 48.34 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.74	!	0.74

ROAD (0.00 + 27.82 + 0.00) = 27.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.31	0.00	-13.68	-1.01	0.00	0.00	-13.80	27.82

Segment Leq : 27.82 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.73 !	0.73

ROAD (0.00 + 26.03 + 0.00) = 26.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.12	0.00	-15.23	-1.01	0.00	0.00	-13.85	26.03

Segment Leq : 26.03 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.96	0.00	-16.53	-1.35	0.00	0.00	0.00	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 53.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.35
(NIGHT): 53.12

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8893/681 veh/TimePeriod *
Medium truck volume : 86/7 veh/TimePeriod *
Heavy truck volume : 220/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9902
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 2.39
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13473/1442 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15051
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 90.33

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 8748/775 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9523
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.86

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.24 m

ROAD (0.00 + 44.22 + 0.00) = 44.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.47	0.00	-19.79	-1.46	0.00	0.00	0.00	44.22

Segment Leq : 44.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-17.31	-1.46	0.00	0.00	0.00	45.72

Segment Leq : 45.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-13.86	-0.57	0.00	0.00	-15.19	51.57

Segment Leq : 51.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 49.32 + 0.00) = 49.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-13.44	-0.57	0.00	0.00	-15.27	49.32

Segment Leq : 49.32 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.70	0.70

ROAD (0.00 + 29.29 + 0.00) = 29.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	60.78	0.00	-16.34	-1.18	0.00	0.00	-13.96	29.29

Segment Leq : 29.29 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.69	0.69

ROAD (0.00 + 27.08 + 0.00) = 27.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.69	0.00	-17.43	-1.18	0.00	0.00	-13.99	27.08

Segment Leq : 27.08 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.69 + 0.00) = 40.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.48	0.00	-17.33	-1.46	0.00	0.00	0.00	40.69

Segment Leq : 40.69 dBA

Total Leq All Segments: 54.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.25 m

ROAD (0.00 + 37.12 + 0.00) = 37.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.36	0.00	-18.92	-1.32	0.00	0.00	0.00	37.12

Segment Leq : 37.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.75	0.00	-16.82	-1.34	0.00	0.00	0.00	39.59

Segment Leq : 39.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 49.18 + 0.00) = 49.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-12.93	-0.34	0.00	0.00	-15.05	49.18

Segment Leq : 49.18 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 46.95 + 0.00) = 46.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-12.55	-0.35	0.00	0.00	-15.12	46.95

Segment Leq : 46.95 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.65 !	4.50 !	0.72 !	0.72

ROAD (0.00 + 25.92 + 0.00) = 25.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.31	0.00	-15.50	-1.01	0.00	0.00	-13.88	25.92

Segment Leq : 25.92 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.71 !	0.71

ROAD (0.00 + 24.72 + 0.00) = 24.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.12	0.00	-16.50	-1.01	0.00	0.00	-13.89	24.72

Segment Leq : 24.72 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.96	0.00	-16.53	-1.35	0.00	0.00	0.00	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 51.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.86
(NIGHT): 51.76

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```
-----
Car traffic volume : 8748/775   veh/TimePeriod *
Medium truck volume : 0/0       veh/TimePeriod *
Heavy truck volume  : 0/0       veh/TimePeriod *
Posted speed limit  : 50 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 9523
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 0.00
Heavy Truck % of Total Volume       : 0.00
Day (16 hrs) % of Total Volume     : 91.86
```

Data for Segment # 7: Cousineau Rd (day/night)

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth          : 0          (No woods.)
No of house rows   : 0 / 0
Surface            : 2          (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height    : 1.50 / 4.50 m
Topography         : 1          (Flat/gentle slope; no barrier)
Reference angle    : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 55.23 + 0.00) = 55.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.69	0.00	-9.46	0.00	0.00	0.00	0.00	55.23

Segment Leq : 55.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 55.17 + 0.00) = 55.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-6.96	0.00	0.00	0.00	0.00	55.17

Segment Leq : 55.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.65	!	2.65

ROAD (0.00 + 59.65 + 0.00) = 59.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-8.75	0.00	0.00	0.00	-13.48	59.65

Segment Leq : 59.65 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	1.50	!	2.58	!	2.58

ROAD (0.00 + 58.41 + 0.00) = 58.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-7.99	0.00	0.00	0.00	-13.62	58.41

Segment Leq : 58.41 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.81	0.81

ROAD (0.00 + 35.91 + 0.00) = 35.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.78	0.00	-7.62	0.00	0.00	0.00	-17.24	35.91

Segment Leq : 35.91 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.76	0.76

ROAD (0.00 + 33.38 + 0.00) = 33.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-9.02	0.00	0.00	0.00	-17.28	33.38

Segment Leq : 33.38 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.48 + 0.00) = 59.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.48	0.00	0.00	0.00	0.00	0.00	0.00	59.48

Segment Leq : 59.48 dBA

Total Leq All Segments: 65.01 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 48.62 + 0.00) = 48.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-9.05	0.00	0.00	0.00	0.00	48.62

Segment Leq : 48.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 47.66 + 0.00) = 47.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-6.20	0.00	0.00	0.00	0.00	47.66

Segment Leq : 47.66 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 56.98 + 0.00) = 56.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-8.26	0.00	0.00	0.00	-13.07	56.98

Segment Leq : 56.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	4.50 !	2.82 !	2.82

ROAD (0.00 + 56.16 + 0.00) = 56.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-7.40	0.00	0.00	0.00	-13.11	56.16

Segment Leq : 56.16 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.65 !	4.50 !	0.89 !	0.89

ROAD (0.00 + 32.24 + 0.00) = 32.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.31	0.00	-6.98	0.00	0.00	0.00	-17.09	32.24

Segment Leq : 32.24 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.82 !	0.82

ROAD (0.00 + 30.42 + 0.00) = 30.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.12	0.00	-8.52	0.00	0.00	0.00	-17.18	30.42

Segment Leq : 30.42 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.96	0.00	-0.79	0.00	0.00	0.00	0.00	51.17

Segment Leq : 51.17 dBA

Total Leq All Segments: 60.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.01
(NIGHT): 60.71

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 151.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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-----
Car traffic volume : 8748/775 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9523
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.86
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.69	0.00	-10.73	0.00	0.00	0.00	0.00	53.96

Segment Leq : 53.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 53.27 + 0.00) = 53.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-8.86	0.00	0.00	0.00	0.00	53.27

Segment Leq : 53.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.58	!	2.58

ROAD (0.00 + 58.12 + 0.00) = 58.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-10.18	0.00	0.00	0.00	-13.58	58.12

Segment Leq : 58.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	1.50	!	2.48	!	2.48

ROAD (0.00 + 56.62 + 0.00) = 56.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-9.65	0.00	0.00	0.00	-13.76	56.62

Segment Leq : 56.62 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.76	0.76

ROAD (0.00 + 34.12 + 0.00) = 34.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.78	0.00	-9.37	0.00	0.00	0.00	-17.29	34.12

Segment Leq : 34.12 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.73	0.73

ROAD (0.00 + 32.00 + 0.00) = 32.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-10.38	0.00	0.00	0.00	-17.31	32.00

Segment Leq : 32.00 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.48 + 0.00) = 59.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.48	0.00	0.00	0.00	0.00	0.00	0.00	59.48

Segment Leq : 59.48 dBA

Total Leq All Segments: 63.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 47.24 + 0.00) = 47.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-10.43	0.00	0.00	0.00	0.00	47.24

Segment Leq : 47.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 45.47 + 0.00) = 45.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-8.39	0.00	0.00	0.00	0.00	45.47

Segment Leq : 45.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-9.84	0.00	0.00	0.00	-13.31	55.16

Segment Leq : 55.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.64	!	2.64

ROAD (0.00 + 54.00 + 0.00) = 54.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-9.23	0.00	0.00	0.00	-13.44	54.00

Segment Leq : 54.00 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.80	!	0.80

ROAD (0.00 + 30.16 + 0.00) = 30.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.31	0.00	-8.95	0.00	0.00	0.00	-17.21	30.16

Segment Leq : 30.16 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.66 !	4.50 !	0.78 !	0.78

ROAD (0.00 + 28.83 + 0.00) = 28.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.12	0.00	-10.05	0.00	0.00	0.00	-17.25	28.83

Segment Leq : 28.83 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.96	0.00	-0.79	0.00	0.00	0.00	0.00	51.17

Segment Leq : 51.17 dBA

Total Leq All Segments: 59.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.91
(NIGHT): 59.03

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 343.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.50 / 285.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 341.50 / 323.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 336.00 / 318.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 323.50 / 305.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 318.00 / 300.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 40.31 + 0.00) = 40.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-22.92	-1.46	0.00	0.00	0.00	40.31

Segment Leq : 40.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.99 + 0.00) = 38.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-21.68	-1.46	0.00	0.00	0.00	38.99

Segment Leq : 38.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.51	2.51

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.88	0.00	-15.65	-0.42	0.00	0.00	-16.18	49.63

Segment Leq : 49.63 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.40	2.40

ROAD (0.00 + 47.90 + 0.00) = 47.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.03	0.00	-15.43	-0.43	0.00	0.00	-16.27	47.90

Segment Leq : 47.90 dBA

Total Leq All Segments: 52.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 34.97 + 0.00) = 34.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.67	0.00	-21.39	-1.31	0.00	0.00	0.00	34.97

Segment Leq : 34.97 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.19 + 0.00) = 32.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.86	0.00	-20.33	-1.34	0.00	0.00	0.00	32.19

Segment Leq : 32.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.57	2.57

ROAD (0.00 + 47.83 + 0.00) = 47.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.31	0.00	-14.18	-0.18	0.00	0.00	-16.12	47.83

Segment Leq : 47.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.28 ! 4.50 ! 2.46 ! 2.46

ROAD (0.00 + 46.31 + 0.00) = 46.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.67	0.00	-13.96	-0.19	0.00	0.00	-16.21	46.31

Segment Leq : 46.31 dBA

Total Leq All Segments: 50.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.36
(NIGHT): 50.34

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 375.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 358.00 / 340.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 39.51 + 0.00) = 39.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-23.72	-1.46	0.00	0.00	0.00	39.51

Segment Leq : 39.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.19 + 0.00) = 38.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-22.49	-1.46	0.00	0.00	0.00	38.19

Segment Leq : 38.19 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.88	0.00	-16.19	-0.42	0.00	0.00	-16.19	49.08

Segment Leq : 49.08 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.39	2.39

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.03	0.00	-16.01	-0.43	0.00	0.00	-16.28	47.30

Segment Leq : 47.30 dBA

Total Leq All Segments: 51.76 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 34.20 + 0.00) = 34.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.67	0.00	-22.16	-1.31	0.00	0.00	0.00	34.20

Segment Leq : 34.20 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 31.35 + 0.00) = 31.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.86	0.00	-21.17	-1.34	0.00	0.00	0.00	31.35

Segment Leq : 31.35 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.55	2.55

ROAD (0.00 + 47.28 + 0.00) = 47.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.31	0.00	-14.72	-0.18	0.00	0.00	-16.13	47.28

Segment Leq : 47.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.28 ! 4.50 ! 2.44 ! 2.44

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.67	0.00	-14.53	-0.19	0.00	0.00	-16.22	45.72

Segment Leq : 45.72 dBA

Total Leq All Segments: 49.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.76
(NIGHT): 49.77

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 16815/1223 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.22
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.40 ! 1.50 ! -1.02 ! 1.48
  
```

ROAD (0.00 + 45.35 + 0.00) = 45.35 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.69 0.00 -9.40 0.00 0.00 0.00 -9.94 45.35
-----
  
```

Segment Leq : 45.35 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-1.25 !	1.25

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-6.20	0.00	0.00	0.00	-11.12	44.82

Segment Leq : 44.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.71 !	2.71

ROAD (0.00 + 58.23 + 0.00) = 58.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-8.63	0.00	0.00	0.00	-15.02	58.23

Segment Leq : 58.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.65 !	2.65

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-7.85	0.00	0.00	0.00	-15.11	57.06

Segment Leq : 57.06 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-10.62	0.00	0.00	0.00	-9.90	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 61.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.40	!	4.50	!	1.37	!	3.87

ROAD (0.00 + 42.39 + 0.00) = 42.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-9.49	0.00	0.00	0.00	-5.79	42.39

Segment Leq : 42.39 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	0.51	!	3.01

ROAD (0.00 + 39.75 + 0.00) = 39.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-6.40	0.00	0.00	0.00	-7.70	39.75

Segment Leq : 39.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.84	!	2.84

ROAD (0.00 + 54.82 + 0.00) = 54.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-8.75	0.00	0.00	0.00	-14.74	54.82

Segment Leq : 54.82 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.81	!	2.81

ROAD (0.00 + 53.89 + 0.00) = 53.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-7.99	0.00	0.00	0.00	-14.78	53.89

Segment Leq : 53.89 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.70 + 0.00) = 41.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.77	0.00	-10.41	0.00	0.00	0.00	-5.66	41.70

Segment Leq : 41.70 dBA

Total Leq All Segments: 57.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.06
(NIGHT): 57.71

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11715/1058 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13542/889 veh/TimePeriod *
Medium truck volume : 188/12 veh/TimePeriod *
Heavy truck volume : 94/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.84

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5579/1627 veh/TimePeriod *
Medium truck volume : 500/146 veh/TimePeriod *
Heavy truck volume : 4150/1210 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.89
Heavy Truck % of Total Volume : 40.57
Day (16 hrs) % of Total Volume : 77.42

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 16815/1223 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.22

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB onramp (day/night)

```

-----
Car traffic volume : 8145/1141 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.71
  
```

Data for Segment # 6: 401NB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.50 64.72 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.46
-----
  
```

Segment Leq : 38.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.34 !	1.34

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.44	0.00	-7.75	-1.17	0.00	0.00	-8.25	48.28

Segment Leq : 48.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 62.31 + 0.00) = 62.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-10.61	0.00	0.00	0.00	-8.97	62.31

Segment Leq : 62.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 59.95 + 0.00) = 59.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.05	0.00	-10.16	0.00	0.00	0.00	-8.94	59.95

Segment Leq : 59.95 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.18 + 0.00) = 49.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-9.41	0.00	0.00	0.00	-7.61	49.18

Segment Leq : 49.18 dBA

Results segment # 6: 401NB onramp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.94	0.94

ROAD (0.00 + 37.70 + 0.00) = 37.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-9.99	0.00	0.00	0.00	-15.40	37.70

Segment Leq : 37.70 dBA

Total Leq All Segments: 64.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.28	4.28

ROAD (0.00 + 37.13 + 0.00) = 37.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.31	0.00	-16.67	-0.99	0.00	0.00	-2.36	37.28*
-90	90	0.59	57.31	0.00	-18.84	-1.33	0.00	0.00	0.00	37.13

* Bright Zone !

Segment Leq : 37.13 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.40	3.40

ROAD (0.00 + 46.61 + 0.00) = 46.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.59	0.00	-7.64	-0.99	0.00	0.00	-4.81	43.14*
-90	90	0.59	56.59	0.00	-8.64	-1.33	0.00	0.00	0.00	46.61

* Bright Zone !

Segment Leq : 46.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 58.94 + 0.00) = 58.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-10.71	0.00	0.00	0.00	-8.66	58.94

Segment Leq : 58.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 57.87 + 0.00) = 57.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-10.24	0.00	0.00	0.00	-8.60	57.87

Segment Leq : 57.87 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	4.15	!	4.15

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.77	0.00	-9.51	0.00	0.00	0.00	-2.75	45.51*
-90	90	0.00	57.77	0.00	-9.51	0.00	0.00	0.00	0.00	48.26

* Bright Zone !

Segment Leq : 48.26 dBA

Results segment # 6: 401NB onramp (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 32.27 + 0.00) = 32.27 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.53 0.00 -9.88 0.00 0.00 0.00 -15.38 32.27
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 32.27 dBA

Total Leq All Segments: 61.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.55
(NIGHT): 61.81

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 16815/1223 veh/TimePeriod *
Medium truck volume : 205/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.22
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.40 ! 1.50 ! -1.02 ! 1.48
  
```

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.69 0.00 -9.65 0.00 0.00 0.00 -9.91 45.13
-----
  
```

Segment Leq : 45.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-1.25 !	1.25

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-6.20	0.00	0.00	0.00	-11.12	44.82

Segment Leq : 44.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.68 !	2.68

ROAD (0.00 + 57.82 + 0.00) = 57.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-9.01	0.00	0.00	0.00	-15.05	57.82

Segment Leq : 57.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.61 !	2.61

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-8.30	0.00	0.00	0.00	-15.16	56.57

Segment Leq : 56.57 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-10.62	0.00	0.00	0.00	-9.90	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 60.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.40 !	4.50 !	1.41 !	3.91

ROAD (0.00 + 42.19 + 0.00) = 42.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-9.75	0.00	0.00	0.00	-5.73	42.19

Segment Leq : 42.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	0.51 !	3.01

ROAD (0.00 + 39.75 + 0.00) = 39.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-6.40	0.00	0.00	0.00	-7.70	39.75

Segment Leq : 39.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.81	!	2.81

ROAD (0.00 + 54.39 + 0.00) = 54.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-9.12	0.00	0.00	0.00	-14.79	54.39

Segment Leq : 54.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.76	!	2.76

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.43	0.00	0.00	0.00	-14.86	53.38

Segment Leq : 53.38 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.70 + 0.00) = 41.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.77	0.00	-10.41	0.00	0.00	0.00	-5.66	41.70

Segment Leq : 41.70 dBA

Total Leq All Segments: 57.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.64
(NIGHT): 57.27

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11715/1058 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13542/889 veh/TimePeriod *
Medium truck volume : 188/12 veh/TimePeriod *
Heavy truck volume : 94/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.84

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7970/1413 veh/TimePeriod *
Medium truck volume : 569/101 veh/TimePeriod *
Heavy truck volume : 4827/856 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 36.11
Day (16 hrs) % of Total Volume : 84.94

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5579/1627 veh/TimePeriod *
Medium truck volume : 500/146 veh/TimePeriod *
Heavy truck volume : 4150/1210 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.89
Heavy Truck % of Total Volume : 40.57
Day (16 hrs) % of Total Volume : 77.42

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8145/1141 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.71

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 9260/1245 veh/TimePeriod *
Medium truck volume : 164/22 veh/TimePeriod *
Heavy truck volume : 540/73 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11304
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 5.42
Day (16 hrs) % of Total Volume : 88.15

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 130.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 8179/1873 veh/TimePeriod *
Medium truck volume : 152/35 veh/TimePeriod *
Heavy truck volume : 484/111 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10832
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.72
Heavy Truck % of Total Volume : 5.49
Day (16 hrs) % of Total Volume : 81.37

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```
-----
Car traffic volume : 7945/1930 veh/TimePeriod *
Medium truck volume : 101/25 veh/TimePeriod *
Heavy truck volume : 50/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 10063
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 80.46
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 1.50 ! 1.48 ! 1.48
```

ROAD (0.00 + 43.86 + 0.00) = 43.86 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.72 0.00 -12.78 0.00 0.00 0.00 -8.09 43.86
-----
```

Segment Leq : 43.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.35 + 0.00) = 49.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.44	0.00	-5.95	-1.17	0.00	0.00	-8.98	49.35

Segment Leq : 49.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 60.56 + 0.00) = 60.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.75	0.00	-11.24	0.00	0.00	0.00	-7.95	60.56

Segment Leq : 60.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.29 + 0.00) = 60.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.05	0.00	-10.80	0.00	0.00	0.00	-7.95	60.29

Segment Leq : 60.29 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.41	!	1.41

ROAD (0.00 + 48.21 + 0.00) = 48.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-6.35	0.00	0.00	0.00	-8.53	48.21

Segment Leq : 48.21 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.53	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 50.62 + 0.00) = 50.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.07	0.00	-9.34	0.00	0.00	0.00	-8.11	50.62

Segment Leq : 50.62 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.53	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 46.91 + 0.00) = 46.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.59	0.00	-12.65	0.00	0.00	0.00	-8.03	46.91

Segment Leq : 46.91 dBA

Results segment # 8: SBoffrmpHwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.47	1.47

ROAD (0.00 + 43.49 + 0.00) = 43.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.99	0.00	-11.37	0.00	0.00	0.00	-8.13	43.49

Segment Leq : 43.49 dBA

Total Leq All Segments: 64.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.35	4.35

ROAD (0.00 + 44.49 + 0.00) = 44.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.31	0.00	-12.83	0.00	0.00	0.00	-1.47	43.01*
-90	90	0.00	57.31	0.00	-12.83	0.00	0.00	0.00	0.00	44.49

* Bright Zone !

Segment Leq : 44.49 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.35	3.35

ROAD (0.00 + 48.40 + 0.00) = 48.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.59	0.00	-6.06	-0.99	0.00	0.00	-4.83	44.70*
-90	90	0.59	56.59	0.00	-6.85	-1.33	0.00	0.00	0.00	48.40

* Bright Zone !

Segment Leq : 48.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 63.94 + 0.00) = 63.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.25	0.00	-11.30	0.00	0.00	0.00	-1.55	62.39*
-90	90	0.00	75.25	0.00	-11.30	0.00	0.00	0.00	0.00	63.94

* Bright Zone !

Segment Leq : 63.94 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-10.88	0.00	0.00	0.00	-1.59	64.24*
-90	90	0.00	76.71	0.00	-10.88	0.00	0.00	0.00	0.00	65.83

* Bright Zone !

Segment Leq : 65.83 dBA

Results segment # 5: NBonrmp Hwy3 (night)

 Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	0.98	0.98

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.53	0.00	-6.55	0.00	0.00	0.00	-13.38	37.61

 Segment Leq : 37.61 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	4.50 !	1.57 !	1.57

ROAD (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.38	0.00	-9.44	0.00	0.00	0.00	-11.57	41.37

Segment Leq : 41.37 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	4.50 !	4.36 !	4.36

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.21	0.00	-12.69	0.00	0.00	0.00	-1.62	49.89*
-90	90	0.00	64.21	0.00	-12.69	0.00	0.00	0.00	0.00	51.51

* Bright Zone !

Segment Leq : 51.51 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	4.27 !	4.27

ROAD (0.00 + 48.42 + 0.00) = 48.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.85	0.00	-11.44	0.00	0.00	0.00	-2.11	46.31*
-90	90	0.00	59.85	0.00	-11.44	0.00	0.00	0.00	0.00	48.42

* Bright Zone !

Segment Leq : 48.42 dBA

Total Leq All Segments: 68.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.10
(NIGHT): 68.22

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14753/3050 veh/TimePeriod *
Medium truck volume : 711/147 veh/TimePeriod *
Heavy truck volume : 4969/1027 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24657
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.32
Day (16 hrs) % of Total Volume : 82.87

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```
-----
Car traffic volume : 13561/2920 veh/TimePeriod *
Medium truck volume : 928/200 veh/TimePeriod *
Heavy truck volume : 7723/1663 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 26996
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.18
Heavy Truck % of Total Volume : 34.77
Day (16 hrs) % of Total Volume : 82.28
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.22 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.22 ! 1.50 ! 1.64 ! 1.64
```

ROAD (0.00 + 61.68 + 0.00) = 61.68 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 80.12 0.00 -10.26 -1.09 0.00 0.00 -7.09 61.68
-----
```

Segment Leq : 61.68 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 64.99 + 0.00) = 64.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.81	0.00	-8.73	-1.08	0.00	0.00	-7.01	64.99

Segment Leq : 64.99 dBA

Total Leq All Segments: 66.65 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	4.50	!	3.98	!	3.98

ROAD (0.00 + 63.85 + 0.00) = 63.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	76.28	0.00	-9.85	-0.91	0.00	0.00	-3.78	61.74*
-90	90	0.55	76.28	0.00	-11.17	-1.26	0.00	0.00	0.00	63.85

* Bright Zone !

Segment Leq : 63.85 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.40	!	4.50	!	4.07	!	4.07

ROAD (0.00 + 67.28 + 0.00) = 67.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.15	0.00	-8.48	-0.90	0.00	0.00	-2.82	65.95*
-90	90	0.54	78.15	0.00	-9.62	-1.25	0.00	0.00	0.00	67.28

* Bright Zone !

Segment Leq : 67.28 dBA

Total Leq All Segments: 68.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.65
(NIGHT): 68.91

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.50 / 283.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 302.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```
-----
Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14
```

Data for Segment # 5: EC Row WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.12 + 0.00) = 63.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	81.81	0.00	-17.72	-0.97	0.00	0.00	0.00	63.12

Segment Leq : 63.12 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.32 + 0.00) = 59.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.40	0.00	-18.11	-0.97	0.00	0.00	0.00	59.32

Segment Leq : 59.32 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-23.28	-1.46	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-23.63	-1.46	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Total Leq All Segments: 65.35 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.45 + 0.00) = 61.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.85	0.00	-16.63	-0.78	0.00	0.00	0.00	61.45

Segment Leq : 61.45 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.99 + 0.00) = 58.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.77	0.00	-17.00	-0.78	0.00	0.00	0.00	58.99

Segment Leq : 58.99 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.80 + 0.00) = 45.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.10	-1.31	0.00	0.00	0.00	45.80

Segment Leq : 45.80 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.59 + 0.00) = 44.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-22.48	-1.31	0.00	0.00	0.00	44.59

Segment Leq : 44.59 dBA

Total Leq All Segments: 63.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.35
(NIGHT): 63.68

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 1222/332 veh/TimePeriod *
Medium truck volume : 69/19 veh/TimePeriod *
Heavy truck volume : 691/188 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.86
Day (16 hrs) % of Total Volume : 78.63

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S to EC S (day/night)

Car traffic volume : 12062/2346 veh/TimePeriod *
Medium truck volume : 237/46 veh/TimePeriod *
Heavy truck volume : 914/178 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.79
Heavy Truck % of Total Volume : 6.92
Day (16 hrs) % of Total Volume : 83.72

Data for Segment # 5: 401S to EC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 893/451 veh/TimePeriod *
Medium truck volume : 21/10 veh/TimePeriod *
Heavy truck volume : 208/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.54
Day (16 hrs) % of Total Volume : 66.43

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 18179/1643 veh/TimePeriod *
Medium truck volume : 482/44 veh/TimePeriod *
Heavy truck volume : 242/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20612
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.55
Heavy Truck % of Total Volume : 1.28
Day (16 hrs) % of Total Volume : 91.71

```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.11 + 0.00) = 64.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	81.81	0.00	-16.74	-0.97	0.00	0.00	0.00	64.11

Segment Leq : 64.11 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.40	0.00	-17.15	-0.97	0.00	0.00	0.00	60.28

Segment Leq : 60.28 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 46.60 + 0.00) = 46.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	67.84	0.00	-20.10	-1.14	0.00	0.00	0.00	46.60

Segment Leq : 46.60 dBA

Results segment # 5: 401S to EC S (day)

Source height = 1.62 m

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.07	0.00	-16.84	-1.19	0.00	0.00	0.00	52.04

Segment Leq : 52.04 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.07 m

ROAD (0.00 + 37.92 + 0.00) = 37.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.59	0.00	-22.24	-1.43	0.00	0.00	0.00	37.92

Segment Leq : 37.92 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-23.28	-1.46	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-23.63	-1.46	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.06 m

ROAD (0.00 + 62.35 + 0.00) = 62.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.92	0.00	-5.56	0.00	0.00	0.00	0.00	62.35

Segment Leq : 62.35 dBA

Total Leq All Segments: 67.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.35 + 0.00) = 62.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.85	0.00	-15.72	-0.78	0.00	0.00	0.00	62.35

Segment Leq : 62.35 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.88 + 0.00) = 59.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.77	0.00	-16.11	-0.78	0.00	0.00	0.00	59.88

Segment Leq : 59.88 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 45.31 + 0.00) = 45.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	65.20	0.00	-18.93	-0.97	0.00	0.00	0.00	45.31

Segment Leq : 45.31 dBA

Results segment # 5: 401S to EC S (night)

Source height = 1.62 m

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	65.97	0.00	-15.93	-1.01	0.00	0.00	0.00	49.03

Segment Leq : 49.03 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.08 m

ROAD (0.00 + 39.27 + 0.00) = 39.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.62	0.00	-21.08	-1.27	0.00	0.00	0.00	39.27

Segment Leq : 39.27 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.80 + 0.00) = 45.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.10	-1.31	0.00	0.00	0.00	45.80

Segment Leq : 45.80 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.59 + 0.00) = 44.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-22.48	-1.31	0.00	0.00	0.00	44.59

Segment Leq : 44.59 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.07 m

ROAD (0.00 + 54.71 + 0.00) = 54.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.50	0.00	-5.80	0.00	0.00	0.00	0.00	54.71

Segment Leq : 54.71 dBA

Total Leq All Segments: 65.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.85
(NIGHT): 65.12

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 25230/2572 veh/TimePeriod *
Medium truck volume : 311/32 veh/TimePeriod *
Heavy truck volume : 157/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 41.27 + 0.00) = 41.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.98	0.00	-25.26	-1.46	0.00	0.00	0.00	41.27

Segment Leq : 41.27 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.45 + 0.00) = 62.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.81	0.00	-17.95	-1.41	0.00	0.00	0.00	62.45

Segment Leq : 62.45 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.39 + 0.00) = 58.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.40	0.00	-18.60	-1.41	0.00	0.00	0.00	58.39

Segment Leq : 58.39 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-22.08	-1.46	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-22.50	-1.46	0.00	0.00	0.00	51.55

Segment Leq : 51.55 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 44.46 + 0.00) = 44.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.04	0.00	-25.13	-1.45	0.00	0.00	0.00	44.46

Segment Leq : 44.46 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 64.70 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 35.62 + 0.00) = 35.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.08	0.00	-24.13	-1.33	0.00	0.00	0.00	35.62

Segment Leq : 35.62 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.12 + 0.00) = 61.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.85	0.00	-16.48	-1.25	0.00	0.00	0.00	61.12

Segment Leq : 61.12 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.34 + 0.00) = 58.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.77	0.00	-17.17	-1.25	0.00	0.00	0.00	58.34

Segment Leq : 58.34 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-20.71	-1.31	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 45.88 + 0.00) = 45.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-21.19	-1.31	0.00	0.00	0.00	45.88

Segment Leq : 45.88 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 42.04 + 0.00) = 42.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.14	0.00	-23.80	-1.29	0.00	0.00	0.00	42.04

Segment Leq : 42.04 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 63.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.70
(NIGHT): 63.27

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 25230/2572 veh/TimePeriod *
Medium truck volume : 311/32 veh/TimePeriod *
Heavy truck volume : 157/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 893/451 veh/TimePeriod *
Medium truck volume : 21/10 veh/TimePeriod *
Heavy truck volume : 208/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.54
Day (16 hrs) % of Total Volume : 66.43

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 12062/2346 veh/TimePeriod *
Medium truck volume : 237/46 veh/TimePeriod *
Heavy truck volume : 914/178 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.79
Heavy Truck % of Total Volume : 6.92
Day (16 hrs) % of Total Volume : 83.72

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 41.28 + 0.00) = 41.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.98	0.00	-25.24	-1.46	0.00	0.00	0.00	41.28

Segment Leq : 41.28 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 69.74 + 0.00) = 69.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	81.81	0.00	-10.76	-1.31	0.00	0.00	0.00	69.74

Segment Leq : 69.74 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 64.81 + 0.00) = 64.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	78.40	0.00	-12.28	-1.31	0.00	0.00	0.00	64.81

Segment Leq : 64.81 dBA

Results segment # 4: ECR rmp 2401 (day)

Source height = 2.07 m

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.59	0.00	-14.46	-1.43	0.00	0.00	0.00	45.70

Segment Leq : 45.70 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-22.08	-1.46	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-22.50	-1.46	0.00	0.00	0.00	51.55

Segment Leq : 51.55 dBA

Results segment # 7: 401SB Offrmp (day)

Source height = 1.62 m

ROAD (0.00 + 43.87 + 0.00) = 43.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.07	0.00	-24.75	-1.45	0.00	0.00	0.00	43.87

Segment Leq : 43.87 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 71.13 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 35.67 + 0.00) = 35.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.08	0.00	-24.07	-1.33	0.00	0.00	0.00	35.67

Segment Leq : 35.67 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 68.73 + 0.00) = 68.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	78.85	0.00	-8.98	-1.14	0.00	0.00	0.00	68.73

Segment Leq : 68.73 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 64.80 + 0.00) = 64.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	76.77	0.00	-10.82	-1.14	0.00	0.00	0.00	64.80

Segment Leq : 64.80 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.08 m

ROAD (0.00 + 47.31 + 0.00) = 47.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.62	0.00	-13.04	-1.27	0.00	0.00	0.00	47.31

Segment Leq : 47.31 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-20.71	-1.31	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 45.88 + 0.00) = 45.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-21.19	-1.31	0.00	0.00	0.00	45.88

Segment Leq : 45.88 dBA

Results segment # 7: 401SB Offrmp (night)

Source height = 1.62 m

ROAD (0.00 + 41.32 + 0.00) = 41.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.97	0.00	-23.36	-1.30	0.00	0.00	0.00	41.32

Segment Leq : 41.32 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 70.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.13
(NIGHT): 70.29

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25230/2572 veh/TimePeriod *
Medium truck volume : 311/32 veh/TimePeriod *
Heavy truck volume : 157/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.98	0.00	-22.10	-1.46	0.00	0.00	0.00	44.43

Segment Leq : 44.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 53.50 + 0.00) = 53.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.81	0.00	-11.81	-0.42	0.00	0.00	-16.08	53.50

Segment Leq : 53.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.40	0.00	-12.34	-0.42	0.00	0.00	-16.10	49.53

Segment Leq : 49.53 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-24.11	-1.46	0.00	0.00	0.00	51.28

Segment Leq : 51.28 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-24.44	-1.46	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.04	0.00	-20.22	-1.45	0.00	0.00	0.00	49.37

Segment Leq : 49.37 dBA

Total Leq All Segments: 58.66 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.08	0.00	-21.21	-1.33	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.74	!	2.74

ROAD (0.00 + 51.74 + 0.00) = 51.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.85	0.00	-10.97	-0.18	0.00	0.00	-15.96	51.74

Segment Leq : 51.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.71	!	2.71

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.77	0.00	-11.46	-0.18	0.00	0.00	-15.99	49.14

Segment Leq : 49.14 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.87	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-23.24	-1.31	0.00	0.00	0.00	43.83

Segment Leq : 43.83 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 46.89 + 0.00) = 46.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.14	0.00	-18.95	-1.29	0.00	0.00	0.00	46.89

Segment Leq : 46.89 dBA

Total Leq All Segments: 55.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.66
(NIGHT): 55.96

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25230/2572 veh/TimePeriod *
Medium truck volume : 311/32 veh/TimePeriod *
Heavy truck volume : 157/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25484/2477 veh/TimePeriod *
Medium truck volume : 401/39 veh/TimePeriod *
Heavy truck volume : 817/79 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 212.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```

-----
Car traffic volume : 893/451 veh/TimePeriod *
Medium truck volume : 21/10 veh/TimePeriod *
Heavy truck volume : 208/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.54
Day (16 hrs) % of Total Volume : 66.43

```

Data for Segment # 8: EC Row ramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.98	0.00	-22.10	-1.46	0.00	0.00	0.00	44.43

Segment Leq : 44.43 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 59.34 + 0.00) = 59.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.81	0.00	-6.37	-0.42	0.00	0.00	-15.68	59.34

Segment Leq : 59.34 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 54.39 + 0.00) = 54.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.40	0.00	-7.75	-0.42	0.00	0.00	-15.84	54.39

Segment Leq : 54.39 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-24.11	-1.46	0.00	0.00	0.00	51.28

Segment Leq : 51.28 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-24.44	-1.46	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.04	0.00	-19.30	-1.45	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.07 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.59	0.00	-20.48	-1.43	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Total Leq All Segments: 62.00 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.08	0.00	-21.21	-1.33	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.85	0.00	-6.12	-0.18	0.00	0.00	-15.34	57.21

Segment Leq : 57.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.77	0.00	-7.34	-0.18	0.00	0.00	-15.52	53.73

Segment Leq : 53.73 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.87	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.38	0.00	-23.24	-1.31	0.00	0.00	0.00	43.83

Segment Leq : 43.83 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 47.82 + 0.00) = 47.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.14	0.00	-18.03	-1.29	0.00	0.00	0.00	47.82

Segment Leq : 47.82 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.08 m

ROAD (0.00 + 40.92 + 0.00) = 40.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.62	0.00	-19.44	-1.27	0.00	0.00	0.00	40.92

Segment Leq : 40.92 dBA

Total Leq All Segments: 59.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.00
(NIGHT): 59.77

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 38290/4402 veh/TimePeriod *
Medium truck volume : 377/43 veh/TimePeriod *
Heavy truck volume : 186/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 43320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 89.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 49.38 + 0.00) = 49.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.49	0.00	-18.66	-1.46	0.00	0.00	0.00	49.38

Segment Leq : 49.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.81	0.00	-10.69	-0.26	0.00	0.00	-16.76	54.10

Segment Leq : 54.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 50.08 + 0.00) = 50.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.40	0.00	-11.28	-0.26	0.00	0.00	-16.78	50.08

Segment Leq : 50.08 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.66 m

ROAD (0.00 + 64.48 + 0.00) = 64.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-6.55	0.00	0.00	0.00	0.00	64.48

Segment Leq : 64.48 dBA

Total Leq All Segments: 65.36 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.09	0.00	-17.33	-1.34	0.00	0.00	0.00	44.42

Segment Leq : 44.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 52.85 + 0.00) = 52.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-9.39	-0.01	0.00	0.00	-16.61	52.85

Segment Leq : 52.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.82 !	2.82

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-9.93	-0.01	0.00	0.00	-16.65	50.18

Segment Leq : 50.18 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.66 m

ROAD (0.00 + 61.28 + 0.00) = 61.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-5.86	0.00	0.00	0.00	0.00	61.28

Segment Leq : 61.28 dBA

Total Leq All Segments: 62.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.36
(NIGHT): 62.42

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 38290/4402 veh/TimePeriod *
Medium truck volume : 377/43 veh/TimePeriod *
Heavy truck volume : 186/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 43320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 89.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5981/1515 veh/TimePeriod *
Medium truck volume : 852/216 veh/TimePeriod *
Heavy truck volume : 8060/2042 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18666
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.72
Heavy Truck % of Total Volume : 54.12
Day (16 hrs) % of Total Volume : 79.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2947/1012 veh/TimePeriod *
Medium truck volume : 395/136 veh/TimePeriod *
Heavy truck volume : 3664/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9413
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

```

Data for Segment # 5: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.80 / 26.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 49.38 + 0.00) = 49.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.49	0.00	-18.66	-1.46	0.00	0.00	0.00	49.38

Segment Leq : 49.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 55.59 + 0.00) = 55.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.81	0.00	-9.26	-0.26	0.00	0.00	-16.69	55.59

Segment Leq : 55.59 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.40	0.00	-10.01	-0.26	0.00	0.00	-16.73	51.40

Segment Leq : 51.40 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.66 m

ROAD (0.00 + 66.69 + 0.00) = 66.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-4.35	0.00	0.00	0.00	0.00	66.69

Segment Leq : 66.69 dBA

Total Leq All Segments: 67.36 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.09	0.00	-17.33	-1.34	0.00	0.00	0.00	44.42

Segment Leq : 44.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 54.62 + 0.00) = 54.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.85	0.00	-7.78	-0.01	0.00	0.00	-16.45	54.62

Segment Leq : 54.62 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.77	0.00	-8.58	-0.01	0.00	0.00	-16.54	51.64

Segment Leq : 51.64 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.66 m

ROAD (0.00 + 64.62 + 0.00) = 64.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-2.52	0.00	0.00	0.00	0.00	64.62

Segment Leq : 64.62 dBA

Total Leq All Segments: 65.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.36
(NIGHT): 65.37

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5043/430 veh/TimePeriod *
Medium truck volume : 84/7 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5610
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23702/2143 veh/TimePeriod *
Medium truck volume : 173/16 veh/TimePeriod *
Heavy truck volume : 86/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26127
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20679/4539 veh/TimePeriod *
Medium truck volume : 1043/229 veh/TimePeriod *
Heavy truck volume : 8239/1809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36538
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.50
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 102.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 17052/3685 veh/TimePeriod *
Medium truck volume : 633/137 veh/TimePeriod *
Heavy truck volume : 4224/913 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.89
Heavy Truck % of Total Volume : 19.28
Day (16 hrs) % of Total Volume : 82.23

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 120.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 3702/315 veh/TimePeriod
Medium truck volume : 32/3 veh/TimePeriod
Heavy truck volume : 17/2 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 14592/2256 veh/TimePeriod *
Medium truck volume : 200/31 veh/TimePeriod *
Heavy truck volume : 100/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17194
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 86.61

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.80 / 92.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 94.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

```

-----
Car traffic volume : 13895/2830 veh/TimePeriod *
Medium truck volume : 276/56 veh/TimePeriod *
Heavy truck volume : 1172/239 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18468
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08
  
```

Data for Segment # 7: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 132.80 / 128.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 131.00 / 127.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.95 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 61.44 0.00 -12.22 -1.33 0.00 0.00 -5.01 42.88
-----
  
```

Segment Leq : 42.88 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 45.05 + 0.00) = 45.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	67.09	0.00	-15.70	-1.34	0.00	0.00	-5.01	45.05

Segment Leq : 45.05 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	2.86 !	2.86

ROAD (0.00 + 55.77 + 0.00) = 55.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.22	0.00	-8.55	0.00	0.00	0.00	-17.90	55.77

Segment Leq : 55.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.10 !	1.50 !	2.60 !	2.60

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.58	0.00	-9.23	0.00	0.00	0.00	-17.97	52.38

Segment Leq : 52.38 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.25	0.00	-3.01	0.00	0.00	0.00	-5.08	49.16

Segment Leq : 49.16 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.14 !	1.14

ROAD (0.00 + 39.05 + 0.00) = 39.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-8.05	0.00	0.00	0.00	-18.65	39.05

Segment Leq : 39.05 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.66 !	1.50 !	1.82 !	1.82

ROAD (0.00 + 42.98 + 0.00) = 42.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.04	0.00	-9.47	0.00	0.00	0.00	-18.58	42.98

Segment Leq : 42.98 dBA

Total Leq All Segments: 58.53 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.98	4.50	4.38	4.38

ROAD (0.00 + 40.56 + 0.00) = 40.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	53.87	0.00	-11.30	-1.16	0.00	0.00	-0.07	41.34*
-90	90	0.59	53.87	0.00	-11.99	-1.33	0.00	0.00	0.00	40.56

* Bright Zone !

Segment Leq : 40.56 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	4.42	4.42

ROAD (0.00 + 42.79 + 0.00) = 42.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.69	0.00	-14.67	-1.18	0.00	0.00	-0.07	43.78*
-90	90	0.59	59.69	0.00	-15.56	-1.34	0.00	0.00	0.00	42.79

* Bright Zone !

Segment Leq : 42.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.64	0.00	-8.43	0.00	0.00	0.00	-17.80	52.41

Segment Leq : 52.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.10	!	4.50	!	2.74	!	2.74

ROAD (0.00 + 48.92 + 0.00) = 48.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.94	0.00	-9.12	0.00	0.00	0.00	-17.89	48.92

Segment Leq : 48.92 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	5.70	5.70

ROAD (0.00 + 49.13 + 0.00) = 49.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.92	0.00	-0.79	0.00	0.00	0.00	99.00	148.13
-90	90	0.00	49.92	0.00	-0.79	0.00	0.00	0.00	0.00	49.13

* Bright Zone !

Segment Leq : 49.13 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.20	1.20

ROAD (0.00 + 34.12 + 0.00) = 34.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.62	0.00	-7.91	0.00	0.00	0.00	-18.59	34.12

Segment Leq : 34.12 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	4.50	!	1.87	!	1.87

ROAD (0.00 + 39.26 + 0.00) = 39.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.14	0.00	-9.34	0.00	0.00	0.00	-18.54	39.26

Segment Leq : 39.26 dBA

Total Leq All Segments: 55.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.53
(NIGHT): 55.75

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5132/491 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.22
Heavy Truck % of Total Volume : 0.11
Day (16 hrs) % of Total Volume : 91.27

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5340/406 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5754
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20679/4539 veh/TimePeriod *
Medium truck volume : 1043/229 veh/TimePeriod *
Heavy truck volume : 8239/1809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36538
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.50
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 17052/3685 veh/TimePeriod *
Medium truck volume : 633/137 veh/TimePeriod *
Heavy truck volume : 4224/913 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.89
Heavy Truck % of Total Volume : 19.28
Day (16 hrs) % of Total Volume : 82.23

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 3702/315   veh/TimePeriod
Medium truck volume : 32/3     veh/TimePeriod
Heavy truck volume  : 17/2     veh/TimePeriod
Posted speed limit  : 50 km/h
Road gradient       : 0 %
Road pavement      : 1 (Typical asphalt or concrete)
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0           (No woods.)
No of house rows : 0 / 0
Surface         : 2           (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 2           (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : 90.00 deg
Barrier height   : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle  : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.58 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.58 !          1.50 !          -0.62 !          1.38
  
```

ROAD (0.00 + 42.63 + 0.00) = 42.63 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90   90    0.00  59.75   0.00  -6.53   0.00   0.00   0.00 -10.58  42.63
-----
  
```

Segment Leq : 42.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.57	!	1.43

ROAD (0.00 + 40.23 + 0.00) = 40.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-9.19	0.00	0.00	0.00	-10.27	40.23

Segment Leq : 40.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	3.00	!	3.00

ROAD (0.00 + 56.76 + 0.00) = 56.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.22	0.00	-7.61	0.00	0.00	0.00	-17.85	56.76

Segment Leq : 56.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.10 !	1.50 !	2.70 !	2.70

ROAD (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.58	0.00	-8.43	0.00	0.00	0.00	-17.94	53.21

Segment Leq : 53.21 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 40.58 + 0.00) = 40.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.25	0.00	-6.09	0.00	0.00	0.00	-10.58	40.58

Segment Leq : 40.58 dBA

Total Leq All Segments: 58.60 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	4.50	1.85	3.85

ROAD (0.00 + 46.01 + 0.00) = 46.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.73	0.00	-6.72	0.00	0.00	0.00	-5.00	41.01*
-90	90	0.00	52.73	0.00	-6.72	0.00	0.00	0.00	0.00	46.01

* Bright Zone !

Segment Leq : 46.01 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.12	4.12

ROAD (0.00 + 42.09 + 0.00) = 42.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.38	0.00	-9.29	0.00	0.00	0.00	-4.86	37.22*
-90	90	0.00	51.38	0.00	-9.29	0.00	0.00	0.00	0.00	42.09

* Bright Zone !

Segment Leq : 42.09 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.29 ! 4.50 ! 3.16 ! 3.16

ROAD (0.00 + 53.14 + 0.00) = 53.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.64	0.00	-7.76	0.00	0.00	0.00	-17.75	53.14

Segment Leq : 53.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.10 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.10 ! 4.50 ! 2.83 ! 2.83

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.94	0.00	-8.55	0.00	0.00	0.00	-17.86	49.53

Segment Leq : 49.53 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	1.82	!	3.82

ROAD (0.00 + 38.62 + 0.00) = 38.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.92	0.00	-6.30	0.00	0.00	0.00	-5.00	38.62

Segment Leq : 38.62 dBA

Total Leq All Segments: 55.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.60
(NIGHT): 55.55

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12424/1058 veh/TimePeriod *
Medium truck volume : 39/3 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13546
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5726/367 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.98

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 151.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 169.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 3437/509 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3979
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.55
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.80 / 192.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 6447/1247 veh/TimePeriod *
Medium truck volume : 62/12 veh/TimePeriod *
Heavy truck volume : 189/37 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.82
Day (16 hrs) % of Total Volume : 83.79
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.80 / 132.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-15.08	-1.46	0.00	0.00	0.00	47.19

Segment Leq : 47.19 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 39.61 + 0.00) = 39.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.08	0.00	-19.01	-1.46	0.00	0.00	0.00	39.61

Segment Leq : 39.61 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.24	0.00	-10.52	-0.10	0.00	0.00	-17.27	54.36

Segment Leq : 54.36 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.52	2.52

ROAD (0.00 + 50.54 + 0.00) = 50.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	79.07	0.00	-11.06	-0.11	0.00	0.00	-17.35	50.54

Segment Leq : 50.54 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.73 m

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.50	0.00	-18.52	-1.46	0.00	0.00	0.00	38.52

Segment Leq : 38.52 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.30 m

ROAD (0.00 + 47.13 + 0.00) = 47.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.47	0.00	-15.88	-1.46	0.00	0.00	0.00	47.13

Segment Leq : 47.13 dBA

Total Leq All Segments: 57.04 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 39.72 + 0.00) = 39.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.08	0.00	-14.90	-1.46	0.00	0.00	0.00	39.72

Segment Leq : 39.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.58 + 0.00) = 30.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	50.94	0.00	-18.90	-1.46	0.00	0.00	0.00	30.58

Segment Leq : 30.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.73	2.73

ROAD (0.00 + 50.79 + 0.00) = 50.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.59	0.00	-10.43	-0.10	0.00	0.00	-17.27	50.79

Segment Leq : 50.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.53	2.53

ROAD (0.00 + 46.72 + 0.00) = 46.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	75.17	0.00	-10.98	-0.11	0.00	0.00	-17.35	46.72

Segment Leq : 46.72 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.66 m

ROAD (0.00 + 33.20 + 0.00) = 33.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.07	0.00	-18.41	-1.46	0.00	0.00	0.00	33.20

Segment Leq : 33.20 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.30 m

ROAD (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.37	0.00	-15.72	-1.46	0.00	0.00	0.00	43.20

Segment Leq : 43.20 dBA

Total Leq All Segments: 53.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.04
(NIGHT): 53.02

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 12424/1058 veh/TimePeriod *
Medium truck volume : 39/3 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13546
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 292.50 / 288.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 5726/367 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.98

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 21707/1460 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.70

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 40.85 + 0.00) = 40.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-21.41	-1.46	0.00	0.00	0.00	40.85

Segment Leq : 40.85 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 35.72 + 0.00) = 35.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.08	0.00	-22.90	-1.46	0.00	0.00	0.00	35.72

Segment Leq : 35.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 50.27 + 0.00) = 50.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.24	0.00	-16.15	-0.57	0.00	0.00	-15.26	50.27

Segment Leq : 50.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.33	2.33

ROAD (0.00 + 46.51 + 0.00) = 46.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.07	0.00	-16.49	-0.58	0.00	0.00	-15.49	46.51

Segment Leq : 46.51 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.47 + 0.00) = 58.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.43	0.00	-4.96	0.00	0.00	0.00	0.00	58.47

Segment Leq : 58.47 dBA

Total Leq All Segments: 59.40 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 34.25 + 0.00) = 34.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-20.48	-1.35	0.00	0.00	0.00	34.25

Segment Leq : 34.25 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 27.61 + 0.00) = 27.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.94	0.00	-21.98	-1.35	0.00	0.00	0.00	27.61

Segment Leq : 27.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.56	2.56

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.59	0.00	-14.86	-0.34	0.00	0.00	-15.16	48.23

Segment Leq : 48.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.23 !	4.50 !	2.39 !	2.39

ROAD (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.17	0.00	-15.19	-0.36	0.00	0.00	-15.40	44.21

Segment Leq : 44.21 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.71	0.00	-2.22	0.00	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Total Leq All Segments: 54.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.40
(NIGHT): 54.38

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12901/971 veh/TimePeriod *
Medium truck volume : 75/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13994
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 93.00

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10905/1005 veh/TimePeriod *
Medium truck volume : 85/8 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12049
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 21707/1460 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.70
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 40.80 + 0.00) = 40.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.27	0.00	-22.01	-1.46	0.00	0.00	0.00	40.80

Segment Leq : 40.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 38.98 + 0.00) = 38.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.78	0.00	-23.35	-1.46	0.00	0.00	0.00	38.98

Segment Leq : 38.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 49.91 + 0.00) = 49.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.24	0.00	-16.49	-0.57	0.00	0.00	-15.27	49.91

Segment Leq : 49.91 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.33	2.33

ROAD (0.00 + 46.28 + 0.00) = 46.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.07	0.00	-16.82	-0.58	0.00	0.00	-15.39	46.28

Segment Leq : 46.28 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.43	0.00	-6.70	-1.46	0.00	0.00	0.00	55.27

Segment Leq : 55.27 dBA

Total Leq All Segments: 56.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 33.56 + 0.00) = 33.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.09	0.00	-21.18	-1.34	0.00	0.00	0.00	33.56

Segment Leq : 33.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.47	0.00	-22.44	-1.34	0.00	0.00	0.00	32.69

Segment Leq : 32.69 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.54	2.54

ROAD (0.00 + 47.75 + 0.00) = 47.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.59	0.00	-15.31	-0.34	0.00	0.00	-15.18	47.75

Segment Leq : 47.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.37	!	2.37

ROAD (0.00 + 43.77 + 0.00) = 43.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.17	0.00	-15.62	-0.36	0.00	0.00	-15.42	43.77

Segment Leq : 43.77 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.71	0.00	-4.08	-1.35	0.00	0.00	0.00	49.28

Segment Leq : 49.28 dBA

Total Leq All Segments: 52.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.96
(NIGHT): 52.36

Filename: S_HI_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12901/971 veh/TimePeriod *
Medium truck volume : 75/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13994
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 93.00

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10905/1005 veh/TimePeriod *
Medium truck volume : 85/8 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12049
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14626/3154 veh/TimePeriod *
Medium truck volume : 1031/222 veh/TimePeriod *
Heavy truck volume : 8539/1841 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 35.29
Day (16 hrs) % of Total Volume : 82.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11275/2295 veh/TimePeriod *
Medium truck volume : 565/115 veh/TimePeriod *
Heavy truck volume : 3911/796 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18957
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.59
Heavy Truck % of Total Volume : 24.83
Day (16 hrs) % of Total Volume : 83.09

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 14342/1165 veh/TimePeriod *
Medium truck volume : 134/11 veh/TimePeriod *
Heavy truck volume : 67/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15723
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.49
    
```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 40.62 + 0.00) = 40.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.27	0.00	-22.19	-1.46	0.00	0.00	0.00	40.62

Segment Leq : 40.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 38.98 + 0.00) = 38.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.78	0.00	-23.35	-1.46	0.00	0.00	0.00	38.98

Segment Leq : 38.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 49.90 + 0.00) = 49.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.24	0.00	-16.51	-0.57	0.00	0.00	-15.27	49.90

Segment Leq : 49.90 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.33	2.33

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.07	0.00	-16.86	-0.58	0.00	0.00	-15.39	46.24

Segment Leq : 46.24 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 0.82 m

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.17	0.00	-14.87	-1.46	0.00	0.00	0.00	48.85

Segment Leq : 48.85 dBA

Total Leq All Segments: 53.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 33.39 + 0.00) = 33.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.09	0.00	-21.35	-1.34	0.00	0.00	0.00	33.39

Segment Leq : 33.39 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.47	0.00	-22.44	-1.34	0.00	0.00	0.00	32.69

Segment Leq : 32.69 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.54	2.54

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.59	0.00	-15.33	-0.34	0.00	0.00	-15.18	47.74

Segment Leq : 47.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	4.50	!	2.37	!	2.37

ROAD (0.00 + 43.73 + 0.00) = 43.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.17	0.00	-15.66	-0.36	0.00	0.00	-15.42	43.73

Segment Leq : 43.73 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 0.81 m

ROAD (0.00 + 41.41 + 0.00) = 41.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.22	0.00	-14.48	-1.34	0.00	0.00	0.00	41.41

Segment Leq : 41.41 dBA

Total Leq All Segments: 50.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.73
(NIGHT): 50.04

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16314/1264 veh/TimePeriod *
Medium truck volume : 71/5 veh/TimePeriod *
Heavy truck volume : 36/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17693
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.81

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7262/460 veh/TimePeriod *
Medium truck volume : 35/2 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7778
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 94.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 170.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 189.00 / 192.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3437/509 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3979
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.55
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6447/1247 veh/TimePeriod *
Medium truck volume : 62/12 veh/TimePeriod *
Heavy truck volume : 189/37 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.82
Day (16 hrs) % of Total Volume : 83.79
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 47.35 + 0.00) = 47.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.08	0.00	-16.28	-1.46	0.00	0.00	0.00	47.35

Segment Leq : 47.35 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 40.64 + 0.00) = 40.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.64	0.00	-19.54	-1.46	0.00	0.00	0.00	40.64

Segment Leq : 40.64 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-12.96	-0.57	0.00	0.00	-15.16	52.51

Segment Leq : 52.51 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.50	2.50

ROAD (0.00 + 49.23 + 0.00) = 49.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-13.52	-0.57	0.00	0.00	-15.28	49.23

Segment Leq : 49.23 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.73 m

ROAD (0.00 + 38.13 + 0.00) = 38.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.50	0.00	-18.92	-1.46	0.00	0.00	0.00	38.13

Segment Leq : 38.13 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.30 m

ROAD (0.00 + 45.87 + 0.00) = 45.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.47	0.00	-17.15	-1.46	0.00	0.00	0.00	45.87

Segment Leq : 45.87 dBA

Total Leq All Segments: 55.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 39.87 + 0.00) = 39.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.99	0.00	-15.78	-1.34	0.00	0.00	0.00	39.87

Segment Leq : 39.87 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 32.38 + 0.00) = 32.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.59	0.00	-18.86	-1.35	0.00	0.00	0.00	32.38

Segment Leq : 32.38 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.68	!	2.68

ROAD (0.00 + 50.09 + 0.00) = 50.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-12.08	-0.34	0.00	0.00	-14.98	50.09

Segment Leq : 50.09 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.58	!	2.58

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-12.60	-0.35	0.00	0.00	-15.12	46.90

Segment Leq : 46.90 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.45 + 0.00) = 33.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.07	0.00	-18.27	-1.35	0.00	0.00	0.00	33.45

Segment Leq : 33.45 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.30 m

ROAD (0.00 + 42.66 + 0.00) = 42.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.37	0.00	-16.40	-1.31	0.00	0.00	0.00	42.66

Segment Leq : 42.66 dBA

Total Leq All Segments: 52.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.72
(NIGHT): 52.63

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 16314/1264 veh/TimePeriod *
Medium truck volume : 71/5 veh/TimePeriod *
Heavy truck volume : 36/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17693
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.81

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7262/460 veh/TimePeriod *
Medium truck volume : 35/2 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7778
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 94.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 166.00 / 169.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3437/509 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3979
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.55
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6447/1247 veh/TimePeriod *
Medium truck volume : 62/12 veh/TimePeriod *
Heavy truck volume : 189/37 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.82
Day (16 hrs) % of Total Volume : 83.79
    
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 47.25 + 0.00) = 47.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.08	0.00	-16.38	-1.46	0.00	0.00	0.00	47.25

Segment Leq : 47.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 41.35 + 0.00) = 41.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.64	0.00	-18.83	-1.46	0.00	0.00	0.00	41.35

Segment Leq : 41.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.60	2.60

ROAD (0.00 + 52.64 + 0.00) = 52.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-12.84	-0.57	0.00	0.00	-15.15	52.64

Segment Leq : 52.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.51	2.51

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-13.39	-0.57	0.00	0.00	-15.27	49.37

Segment Leq : 49.37 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.73 m

ROAD (0.00 + 38.49 + 0.00) = 38.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.50	0.00	-18.56	-1.46	0.00	0.00	0.00	38.49

Segment Leq : 38.49 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.30 m

ROAD (0.00 + 45.74 + 0.00) = 45.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.47	0.00	-17.28	-1.46	0.00	0.00	0.00	45.74

Segment Leq : 45.74 dBA

Total Leq All Segments: 55.81 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 39.78 + 0.00) = 39.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.99	0.00	-15.87	-1.34	0.00	0.00	0.00	39.78

Segment Leq : 39.78 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 33.05 + 0.00) = 33.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.59	0.00	-18.19	-1.35	0.00	0.00	0.00	33.05

Segment Leq : 33.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 50.21 + 0.00) = 50.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-11.97	-0.34	0.00	0.00	-14.97	50.21

Segment Leq : 50.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	2.59	2.59

ROAD (0.00 + 47.03 + 0.00) = 47.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-12.47	-0.35	0.00	0.00	-15.11	47.03

Segment Leq : 47.03 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.79 + 0.00) = 33.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.07	0.00	-17.94	-1.35	0.00	0.00	0.00	33.79

Segment Leq : 33.79 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.30 m

ROAD (0.00 + 42.53 + 0.00) = 42.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	60.37	0.00	-16.53	-1.31	0.00	0.00	0.00	42.53

Segment Leq : 42.53 dBA

Total Leq All Segments: 52.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.81
(NIGHT): 52.72

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8893/681 veh/TimePeriod *
Medium truck volume : 86/7 veh/TimePeriod *
Heavy truck volume : 220/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9902
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 2.39
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13473/1442 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15051
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 90.33

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 16593/1102 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 93.77
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.24 m

ROAD (0.00 + 45.15 + 0.00) = 45.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.47	0.00	-18.87	-1.46	0.00	0.00	0.00	45.15

Segment Leq : 45.15 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-21.39	-1.46	0.00	0.00	0.00	41.64

Segment Leq : 41.64 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 50.83 + 0.00) = 50.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-14.57	-0.57	0.00	0.00	-15.22	50.83

Segment Leq : 50.83 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.46	!	2.46

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-15.00	-0.57	0.00	0.00	-15.33	47.70

Segment Leq : 47.70 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.66 m

ROAD (0.00 + 38.13 + 0.00) = 38.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.78	0.00	-21.20	-1.46	0.00	0.00	0.00	38.13

Segment Leq : 38.13 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.66 m

ROAD (0.00 + 39.11 + 0.00) = 39.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.69	0.00	-19.12	-1.46	0.00	0.00	0.00	39.11

Segment Leq : 39.11 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.34	0.00	-5.68	-1.46	0.00	0.00	0.00	55.19

Segment Leq : 55.19 dBA

Total Leq All Segments: 57.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.25 m

ROAD (0.00 + 38.28 + 0.00) = 38.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.36	0.00	-17.76	-1.32	0.00	0.00	0.00	38.28

Segment Leq : 38.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 36.00 + 0.00) = 36.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.75	0.00	-20.41	-1.34	0.00	0.00	0.00	36.00

Segment Leq : 36.00 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-13.41	-0.34	0.00	0.00	-15.08	48.66

Segment Leq : 48.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	2.53	2.53

ROAD (0.00 + 45.62 + 0.00) = 45.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-13.80	-0.35	0.00	0.00	-15.20	45.62

Segment Leq : 45.62 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.65 m

ROAD (0.00 + 34.72 + 0.00) = 34.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.31	0.00	-20.25	-1.35	0.00	0.00	0.00	34.72

Segment Leq : 34.72 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 36.50 + 0.00) = 36.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.12	0.00	-18.28	-1.35	0.00	0.00	0.00	36.50

Segment Leq : 36.50 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.49	0.00	-2.34	-1.35	0.00	0.00	0.00	49.80

Segment Leq : 49.80 dBA

Total Leq All Segments: 53.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.58
(NIGHT): 53.49

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8893/681 veh/TimePeriod *
Medium truck volume : 86/7 veh/TimePeriod *
Heavy truck volume : 220/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9902
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 2.39
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13473/1442 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15051
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 90.33

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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-----
Car traffic volume : 16593/1102 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 93.77

```

Data for Segment # 7: Cousineau Rd (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.24 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.47	0.00	-17.27	-1.46	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-20.15	-1.46	0.00	0.00	0.00	42.88

Segment Leq : 42.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 51.92 + 0.00) = 51.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.19	0.00	-13.53	-0.57	0.00	0.00	-15.18	51.92

Segment Leq : 51.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.49	!	2.49

ROAD (0.00 + 48.72 + 0.00) = 48.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.60	0.00	-14.01	-0.57	0.00	0.00	-15.30	48.72

Segment Leq : 48.72 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.66 m

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.78	0.00	-19.95	-1.46	0.00	0.00	0.00	39.37

Segment Leq : 39.37 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.66 m

ROAD (0.00 + 40.65 + 0.00) = 40.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.69	0.00	-17.58	-1.46	0.00	0.00	0.00	40.65

Segment Leq : 40.65 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.34	0.00	-5.68	-1.46	0.00	0.00	0.00	55.19

Segment Leq : 55.19 dBA

Total Leq All Segments: 58.11 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.25 m

ROAD (0.00 + 39.80 + 0.00) = 39.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.36	0.00	-16.24	-1.32	0.00	0.00	0.00	39.80

Segment Leq : 39.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 37.24 + 0.00) = 37.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.75	0.00	-19.17	-1.34	0.00	0.00	0.00	37.24

Segment Leq : 37.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.66	2.66

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.50	0.00	-12.40	-0.34	0.00	0.00	-15.01	49.75

Segment Leq : 49.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	2.57	2.57

ROAD (0.00 + 46.61 + 0.00) = 46.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	74.96	0.00	-12.86	-0.35	0.00	0.00	-15.14	46.61

Segment Leq : 46.61 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.65 m

ROAD (0.00 + 35.97 + 0.00) = 35.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.31	0.00	-19.00	-1.35	0.00	0.00	0.00	35.97

Segment Leq : 35.97 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 38.13 + 0.00) = 38.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.12	0.00	-16.65	-1.35	0.00	0.00	0.00	38.13

Segment Leq : 38.13 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.49	0.00	-2.34	-1.35	0.00	0.00	0.00	49.80

Segment Leq : 49.80 dBA

Total Leq All Segments: 54.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.11
(NIGHT): 54.17

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 16593/1102 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 93.77

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 58.42 + 0.00) = 58.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.69	0.00	-6.27	0.00	0.00	0.00	0.00	58.42

Segment Leq : 58.42 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-9.65	0.00	0.00	0.00	0.00	52.48

Segment Leq : 52.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 58.55 + 0.00) = 58.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.19	0.00	-7.71	0.00	0.00	0.00	-14.93	58.55

Segment Leq : 58.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.65	2.65

ROAD (0.00 + 54.99 + 0.00) = 54.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.60	0.00	-8.51	0.00	0.00	0.00	-15.11	54.99

Segment Leq : 54.99 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 57.97 + 0.00) = 57.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.34	0.00	-4.37	0.00	0.00	0.00	0.00	57.97

Segment Leq : 57.97 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.72	0.72

ROAD (0.00 + 37.97 + 0.00) = 37.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.78	0.00	-8.91	0.00	0.00	0.00	-13.90	37.97

Segment Leq : 37.97 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.75	0.75

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-7.15	0.00	0.00	0.00	-13.83	38.71

Segment Leq : 38.71 dBA

Total Leq All Segments: 64.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-6.47	0.00	0.00	0.00	0.00	51.20

Segment Leq : 51.20 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 44.11 + 0.00) = 44.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-9.75	0.00	0.00	0.00	0.00	44.11

Segment Leq : 44.11 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 55.06 + 0.00) = 55.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.50	0.00	-7.85	0.00	0.00	0.00	-14.58	55.06

Segment Leq : 55.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	2.79	2.79

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.96	0.00	-8.63	0.00	0.00	0.00	-14.82	51.51

Segment Leq : 51.51 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-3.68	0.00	0.00	0.00	0.00	49.81

Segment Leq : 49.81 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.65	4.50	0.75	0.75

ROAD (0.00 + 33.54 + 0.00) = 33.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.31	0.00	-9.02	0.00	0.00	0.00	-13.75	33.54

Segment Leq : 33.54 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 4.50 ! 0.81 ! 0.81

ROAD (0.00 + 35.25 + 0.00) = 35.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.12	0.00	-7.31	0.00	0.00	0.00	-13.56	35.25

Segment Leq : 35.25 dBA

Total Leq All Segments: 58.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.06
(NIGHT): 58.58

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9516/2033 veh/TimePeriod *
Medium truck volume : 804/172 veh/TimePeriod *
Heavy truck volume : 6789/1450 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.70
Heavy Truck % of Total Volume : 39.68
Day (16 hrs) % of Total Volume : 82.40

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8135/1760 veh/TimePeriod *
Medium truck volume : 505/109 veh/TimePeriod *
Heavy truck volume : 3596/778 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14884
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 16593/1102 veh/TimePeriod *
Medium truck volume : 7/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 93.77

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 6155/1112 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

```

-----
Car traffic volume : 4815/1058 veh/TimePeriod *
Medium truck volume : 18/4 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5906
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.80 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 37.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 63.12 + 0.00) = 63.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.69	0.00	-1.56	0.00	0.00	0.00	0.00	63.12

Segment Leq : 63.12 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 54.83 + 0.00) = 54.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.13	0.00	-7.30	0.00	0.00	0.00	0.00	54.83

Segment Leq : 54.83 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 62.03 + 0.00) = 62.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.19	0.00	-4.72	0.00	0.00	0.00	-14.44	62.03

Segment Leq : 62.03 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.87	2.87

ROAD (0.00 + 57.58 + 0.00) = 57.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.60	0.00	-6.20	0.00	0.00	0.00	-14.83	57.58

Segment Leq : 57.58 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 57.97 + 0.00) = 57.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.34	0.00	-4.37	0.00	0.00	0.00	0.00	57.97

Segment Leq : 57.97 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.76	0.76

ROAD (0.00 + 40.38 + 0.00) = 40.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.78	0.00	-6.61	0.00	0.00	0.00	-13.78	40.38

Segment Leq : 40.38 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.85	0.85

ROAD (0.00 + 42.38 + 0.00) = 42.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.69	0.00	-3.78	0.00	0.00	0.00	-13.53	42.38

Segment Leq : 42.38 dBA

Total Leq All Segments: 67.14 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.67	0.00	-2.13	0.00	0.00	0.00	0.00	55.54

Segment Leq : 55.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-7.46	0.00	0.00	0.00	0.00	46.40

Segment Leq : 46.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 58.75 + 0.00) = 58.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.50	0.00	-5.01	0.00	0.00	0.00	-13.74	58.75

Segment Leq : 58.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	3.10	3.10

ROAD (0.00 + 54.23 + 0.00) = 54.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.96	0.00	-6.40	0.00	0.00	0.00	-14.34	54.23

Segment Leq : 54.23 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-3.68	0.00	0.00	0.00	0.00	49.81

Segment Leq : 49.81 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.65	4.50	0.82	0.82

ROAD (0.00 + 36.00 + 0.00) = 36.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.31	0.00	-6.80	0.00	0.00	0.00	-13.52	36.00

Segment Leq : 36.00 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 39.03 + 0.00) = 39.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.12	0.00	-4.13	0.00	0.00	0.00	-12.96	39.03

Segment Leq : 39.03 dBA

Total Leq All Segments: 61.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.14
(NIGHT): 61.83

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 51.97 + 0.00) = 51.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-11.26	-1.46	0.00	0.00	0.00	51.97

Segment Leq : 51.97 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-15.54	-1.46	0.00	0.00	0.00	45.13

Segment Leq : 45.13 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 57.78 + 0.00) = 57.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.88	0.00	-10.00	-0.71	0.00	0.00	-13.40	57.78

Segment Leq : 57.78 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.54	2.54

ROAD (0.00 + 54.61 + 0.00) = 54.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.03	0.00	-11.02	-0.72	0.00	0.00	-13.68	54.61

Segment Leq : 54.61 dBA

Total Leq All Segments: 60.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 45.41 + 0.00) = 45.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.67	0.00	-10.95	-1.31	0.00	0.00	0.00	45.41

Segment Leq : 45.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 37.49 + 0.00) = 37.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.86	0.00	-15.03	-1.34	0.00	0.00	0.00	37.49

Segment Leq : 37.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.31	0.00	-9.46	-0.50	0.00	0.00	-13.01	55.34

Segment Leq : 55.34 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.28 ! 4.50 ! 2.68 ! 2.68

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.67	0.00	-10.38	-0.50	0.00	0.00	-13.37	52.41

Segment Leq : 52.41 dBA

Total Leq All Segments: 57.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.33
(NIGHT): 57.45

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 60.00 / 63.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 59.13 + 0.00) = 59.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-4.10	-1.46	0.00	0.00	0.00	59.13

Segment Leq : 59.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-12.38	-1.46	0.00	0.00	0.00	48.30

Segment Leq : 48.30 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.99	2.99

ROAD (0.00 + 61.84 + 0.00) = 61.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.88	0.00	-6.37	-0.71	0.00	0.00	-12.96	61.84

Segment Leq : 61.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.72	2.72

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.03	0.00	-8.17	-0.72	0.00	0.00	-13.43	57.71

Segment Leq : 57.71 dBA

Total Leq All Segments: 64.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 51.74 + 0.00) = 51.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.67	0.00	-4.62	-1.31	0.00	0.00	0.00	51.74

Segment Leq : 51.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.86	0.00	-12.09	-1.34	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.28	3.28

ROAD (0.00 + 59.37 + 0.00) = 59.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.31	0.00	-6.24	-0.50	0.00	0.00	-12.20	59.37

Segment Leq : 59.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.28 ! 4.50 ! 2.94 ! 2.94

ROAD (0.00 + 55.44 + 0.00) = 55.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.67	0.00	-7.83	-0.50	0.00	0.00	-12.90	55.44

Segment Leq : 55.44 dBA

Total Leq All Segments: 61.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.78
(NIGHT): 61.38

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 25306/1978 veh/TimePeriod *
Medium truck volume : 372/29 veh/TimePeriod *
Heavy truck volume : 186/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27886
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-9.81	-1.46	0.00	0.00	0.00	53.42

Segment Leq : 53.42 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-19.60	-1.46	0.00	0.00	0.00	41.07

Segment Leq : 41.07 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.88	0.00	-11.74	-0.71	0.00	0.00	-13.52	55.91

Segment Leq : 55.91 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.48	2.48

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.03	0.00	-12.52	-0.72	0.00	0.00	-13.77	53.02

Segment Leq : 53.02 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.56 + 0.00) = 57.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.25	0.00	-9.23	-1.46	0.00	0.00	0.00	57.56

Segment Leq : 57.56 dBA

Total Leq All Segments: 61.44 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.67	0.00	-10.17	-1.46	0.00	0.00	0.00	46.04

Segment Leq : 46.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.70 + 0.00) = 32.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.86	0.00	-19.70	-1.46	0.00	0.00	0.00	32.70

Segment Leq : 32.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.31	0.00	-11.87	-0.71	0.00	0.00	-13.53	52.20

Segment Leq : 52.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	1.50	!	2.47	!	2.47

ROAD (0.00 + 49.54 + 0.00) = 49.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.67	0.00	-12.64	-0.72	0.00	0.00	-13.77	49.54

Segment Leq : 49.54 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.22	0.00	-9.62	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 55.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.44
(NIGHT): 55.80

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5447/543 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 222/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6321
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 3.87
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6988/503 veh/TimePeriod *
Medium truck volume : 70/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7603
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12772/2943 veh/TimePeriod *
Medium truck volume : 686/158 veh/TimePeriod *
Heavy truck volume : 4942/1139 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22641
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 25306/1978 veh/TimePeriod *
Medium truck volume : 372/29 veh/TimePeriod *
Heavy truck volume : 186/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27886
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75
  
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 53.80 + 0.00) = 53.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.69	0.00	-9.43	-1.46	0.00	0.00	0.00	53.80

Segment Leq : 53.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.30 + 0.00) = 41.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.13	0.00	-19.38	-1.46	0.00	0.00	0.00	41.30

Segment Leq : 41.30 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.63	2.63

ROAD (0.00 + 56.10 + 0.00) = 56.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.88	0.00	-11.57	-0.71	0.00	0.00	-13.51	56.10

Segment Leq : 56.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.48	2.48

ROAD (0.00 + 53.19 + 0.00) = 53.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.03	0.00	-12.36	-0.72	0.00	0.00	-13.76	53.19

Segment Leq : 53.19 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.56 + 0.00) = 57.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.25	0.00	-9.23	-1.46	0.00	0.00	0.00	57.56

Segment Leq : 57.56 dBA

Total Leq All Segments: 61.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.67	0.00	-9.81	-1.46	0.00	0.00	0.00	46.40

Segment Leq : 46.40 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.92 + 0.00) = 32.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.86	0.00	-19.47	-1.46	0.00	0.00	0.00	32.92

Segment Leq : 32.92 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.63	2.63

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	78.31	0.00	-11.70	-0.71	0.00	0.00	-13.52	52.38

Segment Leq : 52.38 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	1.50	!	2.48	!	2.48

ROAD (0.00 + 49.70 + 0.00) = 49.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.67	0.00	-12.48	-0.72	0.00	0.00	-13.77	49.70

Segment Leq : 49.70 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.22	0.00	-9.62	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 55.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.58
(NIGHT): 55.95

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11715/1058 veh/TimePeriod *
Medium truck volume : 154/14 veh/TimePeriod *
Heavy truck volume : 76/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13542/889 veh/TimePeriod *
Medium truck volume : 188/12 veh/TimePeriod *
Heavy truck volume : 94/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14732
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.84

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13386/2940 veh/TimePeriod *
Medium truck volume : 941/207 veh/TimePeriod *
Heavy truck volume : 7868/1728 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5579/1627 veh/TimePeriod *
Medium truck volume : 500/146 veh/TimePeriod *
Heavy truck volume : 4150/1210 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.89
Heavy Truck % of Total Volume : 40.57
Day (16 hrs) % of Total Volume : 77.42

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 8145/1141 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 87.71

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 25306/1978 veh/TimePeriod *
Medium truck volume : 372/29 veh/TimePeriod *
Heavy truck volume : 186/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27886
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75
  
```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 58.13 + 0.00) = 58.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.72	0.00	-6.60	0.00	0.00	0.00	0.00	58.13

Segment Leq : 58.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.00 + 0.00) = 53.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.44	0.00	-12.45	0.00	0.00	0.00	0.00	53.00

Segment Leq : 53.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 64.83 + 0.00) = 64.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.88	0.00	-8.26	0.00	0.00	0.00	-8.79	64.83

Segment Leq : 64.83 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 61.22 + 0.00) = 61.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.05	0.00	-8.98	0.00	0.00	0.00	-8.85	61.22

Segment Leq : 61.22 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 38.07 + 0.00) = 38.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.09	0.00	-9.63	0.00	0.00	0.00	-15.39	38.07

Segment Leq : 38.07 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 59.18 + 0.00) = 59.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.25	0.00	-9.07	0.00	0.00	0.00	0.00	59.18

Segment Leq : 59.18 dBA

Total Leq All Segments: 67.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.31	0.00	-5.27	0.00	0.00	0.00	0.00	52.04

Segment Leq : 52.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.59	0.00	-12.16	0.00	0.00	0.00	0.00	44.43

Segment Leq : 44.43 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 62.91 + 0.00) = 62.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.31	0.00	-7.40	0.00	0.00	0.00	-7.99	62.91

Segment Leq : 62.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 60.22 + 0.00) = 60.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-8.26	0.00	0.00	0.00	-8.22	60.22

Segment Leq : 60.22 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	1.00 !	1.00

ROAD (0.00 + 33.19 + 0.00) = 33.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.53	0.00	-9.02	0.00	0.00	0.00	-15.32	33.19

Segment Leq : 33.19 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.22	0.00	-8.99	0.00	0.00	0.00	0.00	51.22

Segment Leq : 51.22 dBA

Total Leq All Segments: 65.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.82
(NIGHT): 65.22

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 14753/3050 veh/TimePeriod *
Medium truck volume : 711/147 veh/TimePeriod *
Heavy truck volume : 4969/1027 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24657
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.32
Day (16 hrs) % of Total Volume : 82.87

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 13561/2920 veh/TimePeriod *
Medium truck volume : 928/200 veh/TimePeriod *
Heavy truck volume : 7723/1663 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26996
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.18
Heavy Truck % of Total Volume : 34.77
Day (16 hrs) % of Total Volume : 82.28

```

Data for Segment # 2: Hwy 401 SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 NB (day)

Source height = 2.22 m

ROAD (0.00 + 63.79 + 0.00) = 63.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.12	0.00	-14.91	-1.42	0.00	0.00	0.00	63.79

Segment Leq : 63.79 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 66.46 + 0.00) = 66.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.81	0.00	-13.93	-1.41	0.00	0.00	0.00	66.46

Segment Leq : 66.46 dBA

Total Leq All Segments: 68.34 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.22 m

ROAD (0.00 + 60.76 + 0.00) = 60.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.28	0.00	-14.26	-1.26	0.00	0.00	0.00	60.76

Segment Leq : 60.76 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.55 + 0.00) = 63.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.15	0.00	-13.35	-1.25	0.00	0.00	0.00	63.55

Segment Leq : 63.55 dBA

Total Leq All Segments: 65.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.34
(NIGHT): 65.39

**APPENDIX B.3.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 1B 2035**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5058/428 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.20

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 190.00 / 187.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14593/1071 veh/TimePeriod *
Medium truck volume : 84/6 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15799
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11467/1084 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 87.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 82.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49

```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 55.55 + 0.00) = 55.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.78	0.00	-9.23	0.00	0.00	0.00	0.00	55.55

Segment Leq : 55.55 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 57.51 + 0.00) = 57.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.04	0.00	-6.53	0.00	0.00	0.00	0.00	57.51

Segment Leq : 57.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.03	0.00	-8.47	0.00	0.00	0.00	-15.00	59.56

Segment Leq : 59.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.67	2.67

ROAD (0.00 + 57.22 + 0.00) = 57.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.97	0.00	-7.66	0.00	0.00	0.00	-15.10	57.22

Segment Leq : 57.22 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-3.80	0.00	0.00	0.00	0.00	58.73

Segment Leq : 58.73 dBA

Total Leq All Segments: 64.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 47.80 + 0.00) = 47.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.43	0.00	-8.63	0.00	0.00	0.00	0.00	47.80

Segment Leq : 47.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.76	0.00	-5.36	0.00	0.00	0.00	0.00	51.41

Segment Leq : 51.41 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.96	2.96

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.38	0.00	-7.76	0.00	0.00	0.00	-14.56	57.06

Segment Leq : 57.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.98 !	2.98

ROAD (0.00 + 54.83 + 0.00) = 54.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.13	0.00	-6.78	0.00	0.00	0.00	-14.52	54.83

Segment Leq : 54.83 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.63	0.00	-1.86	0.00	0.00	0.00	0.00	52.78

Segment Leq : 52.78 dBA

Total Leq All Segments: 60.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.91
(NIGHT): 60.79

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 41579/4749 veh/TimePeriod *
Medium truck volume : 426/49 veh/TimePeriod *
Heavy truck volume : 211/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 47038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 89.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 188.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: Labelle St (day/night)

```
-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
```

Data for Segment # 6: Labelle St (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.52 ! 1.48
```

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 57.10 0.00 -11.03 0.00 0.00 0.00 -13.58 32.49
-----
```

Segment Leq : 32.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	69.90	0.00	-7.68	-1.24	0.00	0.00	-13.92	47.06

Segment Leq : 47.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 57.82 + 0.00) = 57.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.89	0.00	-9.05	0.00	0.00	0.00	-16.02	57.82

Segment Leq : 57.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.32	0.00	-8.26	0.00	0.00	0.00	-15.97	55.08

Segment Leq : 55.08 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.70	!	1.50	!	-0.50	!	1.50

ROAD (0.00 + 46.77 + 0.00) = 46.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-11.16	0.00	0.00	0.00	-13.51	46.77

Segment Leq : 46.77 dBA

Results segment # 6: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 31.88 + 0.00) = 31.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.88

Segment Leq : 31.88 dBA

Total Leq All Segments: 60.12 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.48	4.48

ROAD (0.00 + 38.43 + 0.00) = 38.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	-4.96	33.47*
-90	90	0.00	49.39	0.00	-10.96	0.00	0.00	0.00	0.00	38.43

* Bright Zone !

Segment Leq : 38.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.48	0.00	-6.82	-1.07	0.00	0.00	-5.00	50.59

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 55.63 + 0.00) = 55.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-8.79	0.00	0.00	0.00	-15.81	55.63

Segment Leq : 55.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.98	2.98

ROAD (0.00 + 54.23 + 0.00) = 54.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-8.04	0.00	0.00	0.00	-15.72	54.23

Segment Leq : 54.23 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.69	4.50	2.54	4.54

ROAD (0.00 + 56.17 + 0.00) = 56.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-11.00	0.00	0.00	0.00	99.00	155.17
-90	90	0.00	67.17	0.00	-11.00	0.00	0.00	0.00	0.00	56.17

* Bright Zone !

Segment Leq : 56.17 dBA

Results segment # 6: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.64 + 0.00) = 33.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.64

Segment Leq : 33.64 dBA

Total Leq All Segments: 60.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.12
(NIGHT): 60.68

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 41579/4749 veh/TimePeriod *
Medium truck volume : 426/49 veh/TimePeriod *
Heavy truck volume : 211/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 47038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 89.75

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 44.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 115.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 95.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 4: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 169.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```
-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
```

Data for Segment # 5: Labelle St (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.56 ! 1.44
```

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 69.90 0.00 -7.68 -1.24 0.00 0.00 -13.92 47.06
-----
```

Segment Leq : 47.06 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.72	!	2.72

ROAD (0.00 + 57.82 + 0.00) = 57.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.89	0.00	-9.05	0.00	0.00	0.00	-16.02	57.82

Segment Leq : 57.82 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.32	0.00	-8.26	0.00	0.00	0.00	-15.97	55.08

Segment Leq : 55.08 dBA

Results segment # 4: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.70	!	1.50	!	-0.50	!	1.50

ROAD (0.00 + 47.38 + 0.00) = 47.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-10.54	0.00	0.00	0.00	-13.52	47.38

Segment Leq : 47.38 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 31.88 + 0.00) = 31.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.88

Segment Leq : 31.88 dBA

Total Leq All Segments: 60.15 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	63.48	0.00	-6.82	-1.07	0.00	0.00	-5.00	50.59

Segment Leq : 50.59 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 55.63 + 0.00) = 55.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-8.79	0.00	0.00	0.00	-15.81	55.63

Segment Leq : 55.63 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 54.23 + 0.00) = 54.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-8.04	0.00	0.00	0.00	-15.72	54.23

Segment Leq : 54.23 dBA

Results segment # 4: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.69	!	4.50	!	2.52	!	4.52

ROAD (0.00 + 56.76 + 0.00) = 56.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-10.41	0.00	0.00	0.00	99.00	155.76
-90	90	0.00	67.17	0.00	-10.41	0.00	0.00	0.00	0.00	56.76

* Bright Zone !

Segment Leq : 56.76 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 33.64 + 0.00) = 33.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.64

Segment Leq : 33.64 dBA

Total Leq All Segments: 60.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.15
(NIGHT): 60.87

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.50 / 137.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 73.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 60.50 / 63.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 55.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15928/2431 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 111/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 39.45 + 0.00) = 39.45 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.99 0.00 -9.53 0.00 0.00 0.00 -13.01 39.45
-----
  
```

Segment Leq : 39.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.69	!	1.31

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.50	0.00	-1.40	-1.24	0.00	0.00	-14.39	50.47

Segment Leq : 50.47 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.90	!	2.90

ROAD (0.00 + 59.82 + 0.00) = 59.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.89	0.00	-7.19	0.00	0.00	0.00	-15.88	59.82

Segment Leq : 59.82 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.05	!	3.05

ROAD (0.00 + 57.50 + 0.00) = 57.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.32	0.00	-6.06	0.00	0.00	0.00	-15.76	57.50

Segment Leq : 57.50 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.19	!	1.19

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.15	0.00	-2.98	0.00	0.00	0.00	-14.91	48.26

Segment Leq : 48.26 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.75	1.75

ROAD (0.00 + 48.74 + 0.00) = 48.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-8.88	0.00	0.00	0.00	-13.82	48.74

Segment Leq : 48.74 dBA

Total Leq All Segments: 62.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.29	4.29

ROAD (0.00 + 39.52 + 0.00) = 39.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.19	0.00	-9.62	0.00	0.00	0.00	-5.04	39.52

Segment Leq : 39.52 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	4.50	!	1.12	!	3.12

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.07	0.00	-2.26	-1.07	0.00	0.00	-8.44	48.30

Segment Leq : 48.30 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.08	!	3.08

ROAD (0.00 + 57.28 + 0.00) = 57.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-7.35	0.00	0.00	0.00	-15.61	57.28

Segment Leq : 57.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.27	!	3.27

ROAD (0.00 + 56.22 + 0.00) = 56.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-6.27	0.00	0.00	0.00	-15.50	56.22

Segment Leq : 56.22 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	4.50	!	1.33	!	1.33

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.01	0.00	-3.40	0.00	0.00	0.00	-14.31	43.30

Segment Leq : 43.30 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.69 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 44.54 + 0.00) = 44.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-8.99	0.00	0.00	0.00	-13.64	44.54

Segment Leq : 44.54 dBA

Total Leq All Segments: 60.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.51
(NIGHT): 60.33

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 / 21.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15928/2431 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 111/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 29.80 / 32.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 28.00 / 31.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.52 ! 1.48
  
```

ROAD (0.00 + 39.70 + 0.00) = 39.70 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.99 0.00 -9.26 0.00 0.00 0.00 -13.03 39.70
-----
  
```

Segment Leq : 39.70 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.69 !	1.31

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.50	0.00	-1.40	-1.24	0.00	0.00	-14.39	50.47

Segment Leq : 50.47 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.95 !	2.95

ROAD (0.00 + 60.27 + 0.00) = 60.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.89	0.00	-6.78	0.00	0.00	0.00	-15.84	60.27

Segment Leq : 60.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.13 !	3.13

ROAD (0.00 + 58.11 + 0.00) = 58.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.32	0.00	-5.52	0.00	0.00	0.00	-15.68	58.11

Segment Leq : 58.11 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.19 !	1.19

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.15	0.00	-2.98	0.00	0.00	0.00	-14.91	48.26

Segment Leq : 48.26 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.76	1.76

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-8.23	0.00	0.00	0.00	-13.80	49.42

Segment Leq : 49.42 dBA

Total Leq All Segments: 62.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.28	4.28

ROAD (0.00 + 39.77 + 0.00) = 39.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.19	0.00	-9.36	0.00	0.00	0.00	-5.05	39.77

Segment Leq : 39.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	4.50	!	1.12	!	3.12

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.07	0.00	-2.26	-1.07	0.00	0.00	-8.44	48.30

Segment Leq : 48.30 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 57.74 + 0.00) = 57.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-6.96	0.00	0.00	0.00	-15.54	57.74

Segment Leq : 57.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.38	!	3.38

ROAD (0.00 + 56.89 + 0.00) = 56.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-5.76	0.00	0.00	0.00	-15.34	56.89

Segment Leq : 56.89 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	4.50	!	1.33	!	1.33

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.01	0.00	-3.40	0.00	0.00	0.00	-14.31	43.30

Segment Leq : 43.30 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.69 ! 4.50 ! 1.81 ! 1.81

ROAD (0.00 + 45.22 + 0.00) = 45.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-8.36	0.00	0.00	0.00	-13.59	45.22

Segment Leq : 45.22 dBA

Total Leq All Segments: 60.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.98
(NIGHT): 60.84

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5876/542 veh/TimePeriod *
Medium truck volume : 14/1 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5652/440 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6100
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 38.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 75.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 18548/4152 veh/TimePeriod *
Medium truck volume : 748/167 veh/TimePeriod *
Heavy truck volume : 5151/1153 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 29920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.50 / 57.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 49.00 / 52.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.59 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.59 ! 1.50 ! 1.42 ! 1.42
```

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.35 0.00 -7.90 0.00 0.00 0.00 0.00 -5.02 47.43
-----
```

Segment Leq : 47.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	1.27	1.27

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-3.74	0.00	0.00	0.00	-5.16	51.03

Segment Leq : 51.03 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	3.19	3.19

ROAD (0.00 + 58.39 + 0.00) = 58.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-6.84	0.00	0.00	0.00	-17.79	58.39

Segment Leq : 58.39 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	3.29	3.29

ROAD (0.00 + 57.03 + 0.00) = 57.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-5.60	0.00	0.00	0.00	-17.74	57.03

Segment Leq : 57.03 dBA

Total Leq All Segments: 61.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.65	4.50	4.06	4.06

ROAD (0.00 + 45.07 + 0.00) = 45.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.11	0.00	-8.04	0.00	0.00	0.00	-0.26	44.81*
-90	90	0.00	53.11	0.00	-8.04	0.00	0.00	0.00	0.00	45.07

* Bright Zone !

Segment Leq : 45.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.15	3.15

ROAD (0.00 + 47.64 + 0.00) = 47.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.73	0.00	-4.09	0.00	0.00	0.00	-0.59	47.05*
-90	90	0.00	51.73	0.00	-4.09	0.00	0.00	0.00	0.00	47.64

* Bright Zone !

Segment Leq : 47.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	3.37	3.37

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-7.02	0.00	0.00	0.00	-17.66	54.74

Segment Leq : 54.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.14 ! 4.50 ! 3.52 ! 3.52

ROAD (0.00 + 53.48 + 0.00) = 53.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-5.84	0.00	0.00	0.00	-17.57	53.48

Segment Leq : 53.48 dBA

Total Leq All Segments: 57.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.39
(NIGHT): 57.86

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 1: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.50 / 134.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 126.00 / 129.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 2: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 114.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 109.00 / 112.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49

Data for Segment # 3: Cabana Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: S.Service Rd (day/night)

Car traffic volume : 14458/1189 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 23/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15723
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 4: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 151.50 / 154.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: N.Service Rd (day/night)

```

-----
Car traffic volume : 6365/402 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06
  
```

Data for Segment # 5: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 2.66 ! 2.66
  
```

ROAD (0.00 + 58.52 + 0.00) = 58.52 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 83.03 0.00 -9.43 0.00 0.00 0.00 -15.08 58.52
-----
  
```

Segment Leq : 58.52 dBA

Results segment # 2: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.97	0.00	-8.83	0.00	0.00	0.00	-15.21	55.94

Segment Leq : 55.94 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.11 + 0.00) = 57.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-3.97	-1.46	0.00	0.00	0.00	57.11

Segment Leq : 57.11 dBA

Results segment # 4: S.Service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 54.34 + 0.00) = 54.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.38	0.00	-10.04	0.00	0.00	0.00	0.00	54.34

Segment Leq : 54.34 dBA

Results segment # 5: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.53	0.00	-7.99	0.00	0.00	0.00	0.00	52.53

Segment Leq : 52.53 dBA

Total Leq All Segments: 63.16 dBA

Results segment # 1: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.38	0.00	-9.53	0.00	0.00	0.00	-14.85	55.01

Segment Leq : 55.01 dBA

Results segment # 2: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.71	2.71

ROAD (0.00 + 52.24 + 0.00) = 52.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.13	0.00	-8.94	0.00	0.00	0.00	-14.94	52.24

Segment Leq : 52.24 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.70 + 0.00) = 48.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.63	0.00	-4.58	-1.35	0.00	0.00	0.00	48.70

Segment Leq : 48.70 dBA

Results segment # 4: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 46.44 + 0.00) = 46.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.57	0.00	-10.13	0.00	0.00	0.00	0.00	46.44

Segment Leq : 46.44 dBA

Results segment # 5: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.48	0.00	-8.13	0.00	0.00	0.00	0.00	43.35

Segment Leq : 43.35 dBA

Total Leq All Segments: 57.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.16
(NIGHT): 57.95

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 17322/1344 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18794
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7610/494 veh/TimePeriod *
Medium truck volume : 62/4 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 48.50 / 51.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 69.50 / 72.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 64.00 / 67.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

ROAD (0.00 + 56.86 + 0.00) = 56.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.37	0.00	-8.51	0.00	0.00	0.00	0.00	56.86

Segment Leq : 56.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.27	0.00	-5.10	0.00	0.00	0.00	0.00	57.18

Segment Leq : 57.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.79	2.79

ROAD (0.00 + 60.51 + 0.00) = 60.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.03	0.00	-7.61	0.00	0.00	0.00	-14.92	60.51

Segment Leq : 60.51 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.77	2.77

ROAD (0.00 + 58.34 + 0.00) = 58.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.97	0.00	-6.66	0.00	0.00	0.00	-14.97	58.34

Segment Leq : 58.34 dBA

Total Leq All Segments: 64.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 48.63 + 0.00) = 48.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.26	0.00	-8.63	0.00	0.00	0.00	0.00	48.63

Segment Leq : 48.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 48.04 + 0.00) = 48.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-5.36	0.00	0.00	0.00	0.00	48.04

Segment Leq : 48.04 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.96	2.96

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.38	0.00	-7.76	0.00	0.00	0.00	-14.56	57.06

Segment Leq : 57.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 2.97 ! 2.97

ROAD (0.00 + 54.75 + 0.00) = 54.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.13	0.00	-6.84	0.00	0.00	0.00	-14.53	54.75

Segment Leq : 54.75 dBA

Total Leq All Segments: 59.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.49
(NIGHT): 59.75

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9583/751 veh/TimePeriod *
Medium truck volume : 92/7 veh/TimePeriod *
Heavy truck volume : 280/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14051/1489 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 40/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 117.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 168.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 160.00 / 163.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 147.50 / 150.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.80 / 138.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 132.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.80 / 178.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 173.00 / 177.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9076/811 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9887
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.80
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.30 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.18	0.00	-18.36	-1.46	0.00	0.00	0.00	46.37

Segment Leq : 46.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 48.56 + 0.00) = 48.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.61	0.00	-14.59	-1.46	0.00	0.00	0.00	48.56

Segment Leq : 48.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 53.75 + 0.00) = 53.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-12.65	-0.57	0.00	0.00	-15.14	53.75

Segment Leq : 53.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-12.05	-0.57	0.00	0.00	-15.15	51.85

Segment Leq : 51.85 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.79	0.79

ROAD (0.00 + 32.16 + 0.00) = 32.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.35	0.00	-14.28	-1.18	0.00	0.00	-13.73	32.16

Segment Leq : 32.16 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.71	0.71

ROAD (0.00 + 28.75 + 0.00) = 28.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.93	0.00	-16.05	-1.18	0.00	0.00	-13.95	28.75

Segment Leq : 28.75 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.85 + 0.00) = 40.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.64	0.00	-17.33	-1.46	0.00	0.00	0.00	40.85

Segment Leq : 40.85 dBA

Total Leq All Segments: 57.16 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 39.28 + 0.00) = 39.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	58.13	0.00	-17.54	-1.31	0.00	0.00	0.00	39.28

Segment Leq : 39.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 42.24 + 0.00) = 42.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.83	0.00	-14.24	-1.34	0.00	0.00	0.00	42.24

Segment Leq : 42.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.70	2.70

ROAD (0.00 + 51.24 + 0.00) = 51.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-11.80	-0.34	0.00	0.00	-14.96	51.24

Segment Leq : 51.24 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	4.50 !	2.70 !	2.70

ROAD (0.00 + 49.54 + 0.00) = 49.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-11.26	-0.35	0.00	0.00	-14.95	49.54

Segment Leq : 49.54 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	4.50 !	0.85 !	0.85

ROAD (0.00 + 28.71 + 0.00) = 28.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	56.88	0.00	-13.64	-1.00	0.00	0.00	-13.52	28.71

Segment Leq : 28.71 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.72	!	0.72

ROAD (0.00 + 26.30 + 0.00) = 26.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.42	0.00	-15.24	-1.01	0.00	0.00	-13.87	26.30

Segment Leq : 26.30 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.27 + 0.00) = 34.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.16	0.00	-16.53	-1.35	0.00	0.00	0.00	34.27

Segment Leq : 34.27 dBA

Total Leq All Segments: 54.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.16
(NIGHT): 54.02

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9583/751 veh/TimePeriod *
Medium truck volume : 92/7 veh/TimePeriod *
Heavy truck volume : 280/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14051/1489 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 40/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.50 / 212.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 207.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 191.50 / 195.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 186.00 / 190.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.80 / 186.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 181.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.80 / 219.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 214.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9085/812 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.80

```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.30 m

ROAD (0.00 + 44.94 + 0.00) = 44.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.18	0.00	-19.79	-1.46	0.00	0.00	0.00	44.94

Segment Leq : 44.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 45.85 + 0.00) = 45.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.61	0.00	-17.31	-1.46	0.00	0.00	0.00	45.85

Segment Leq : 45.85 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.56 !	2.56

ROAD (0.00 + 52.49 + 0.00) = 52.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-13.86	-0.57	0.00	0.00	-15.19	52.49

Segment Leq : 52.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.55 !	2.55

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-13.43	-0.57	0.00	0.00	-15.22	50.42

Segment Leq : 50.42 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.78	0.78

ROAD (0.00 + 30.09 + 0.00) = 30.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.35	0.00	-16.32	-1.18	0.00	0.00	-13.77	30.09

Segment Leq : 30.09 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.70	0.70

ROAD (0.00 + 27.35 + 0.00) = 27.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	59.93	0.00	-17.43	-1.18	0.00	0.00	-13.97	27.35

Segment Leq : 27.35 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 40.86 + 0.00) = 40.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.64	0.00	-17.33	-1.46	0.00	0.00	0.00	40.86

Segment Leq : 40.86 dBA

Total Leq All Segments: 55.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 37.91 + 0.00) = 37.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	58.13	0.00	-18.91	-1.31	0.00	0.00	0.00	37.91

Segment Leq : 37.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.83	0.00	-16.82	-1.34	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.64	2.64

ROAD (0.00 + 50.02 + 0.00) = 50.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-12.93	-0.34	0.00	0.00	-15.05	50.02

Segment Leq : 50.02 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.63	2.63

ROAD (0.00 + 48.15 + 0.00) = 48.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-12.53	-0.35	0.00	0.00	-15.06	48.15

Segment Leq : 48.15 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	4.50	0.83	0.83

ROAD (0.00 + 26.81 + 0.00) = 26.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	56.88	0.00	-15.47	-1.00	0.00	0.00	-13.60	26.81

Segment Leq : 26.81 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.70	!	0.70

ROAD (0.00 + 24.99 + 0.00) = 24.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	56.42	0.00	-16.50	-1.01	0.00	0.00	-13.92	24.99

Segment Leq : 24.99 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.28 + 0.00) = 34.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.17	0.00	-16.53	-1.35	0.00	0.00	0.00	34.28

Segment Leq : 34.28 dBA

Total Leq All Segments: 52.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.69
(NIGHT): 52.66

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 132.50 / 120.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 62.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 112.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.80 / 74.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 85.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 106.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 118.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9085/812 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.80
  
```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.30	0.00	-9.46	0.00	0.00	0.00	0.00	55.84

Segment Leq : 55.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.18	0.00	-6.96	0.00	0.00	0.00	0.00	55.22

Segment Leq : 55.22 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.65	!	2.65

ROAD (0.00 + 60.51 + 0.00) = 60.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.74	0.00	-8.75	0.00	0.00	0.00	-13.48	60.51

Segment Leq : 60.51 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	1.50	!	2.62	!	2.62

ROAD (0.00 + 59.33 + 0.00) = 59.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-7.99	0.00	0.00	0.00	-13.56	59.33

Segment Leq : 59.33 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.88	0.88

ROAD (0.00 + 36.53 + 0.00) = 36.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-7.62	0.00	0.00	0.00	-17.20	36.53

Segment Leq : 36.53 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.77	0.77

ROAD (0.00 + 33.63 + 0.00) = 33.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-9.02	0.00	0.00	0.00	-17.28	33.63

Segment Leq : 33.63 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.64 + 0.00) = 59.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.64	0.00	0.00	0.00	0.00	0.00	0.00	59.64

Segment Leq : 59.64 dBA

Total Leq All Segments: 65.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-9.05	0.00	0.00	0.00	0.00	49.37

Segment Leq : 49.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 47.61 + 0.00) = 47.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-6.20	0.00	0.00	0.00	0.00	47.61

Segment Leq : 47.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-8.26	0.00	0.00	0.00	-13.07	57.81

Segment Leq : 57.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.86 !	2.86

ROAD (0.00 + 57.11 + 0.00) = 57.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.55	0.00	-7.40	0.00	0.00	0.00	-13.04	57.11

Segment Leq : 57.11 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	4.50 !	1.00 !	1.00

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-6.98	0.00	0.00	0.00	-17.03	32.87

Segment Leq : 32.87 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.65 !	4.50 !	0.81 !	0.81

ROAD (0.00 + 30.71 + 0.00) = 30.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-8.52	0.00	0.00	0.00	-17.19	30.71

Segment Leq : 30.71 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.37 + 0.00) = 51.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.17	0.00	-0.79	0.00	0.00	0.00	0.00	51.37

Segment Leq : 51.37 dBA

Total Leq All Segments: 61.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.59
(NIGHT): 61.47

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 177.50 / 165.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 115.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 156.50 / 144.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 151.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 133.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 129.80 / 117.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 128.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 163.80 / 151.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 162.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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-----
Car traffic volume : 9085/812 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.80

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 54.57 + 0.00) = 54.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.30	0.00	-10.73	0.00	0.00	0.00	0.00	54.57

Segment Leq : 54.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 53.32 + 0.00) = 53.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.18	0.00	-8.86	0.00	0.00	0.00	0.00	53.32

Segment Leq : 53.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.58 !	2.58

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.74	0.00	-10.18	0.00	0.00	0.00	-13.58	58.98

Segment Leq : 58.98 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-9.65	0.00	0.00	0.00	-13.69	57.54

Segment Leq : 57.54 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.84	0.84

ROAD (0.00 + 34.73 + 0.00) = 34.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-9.37	0.00	0.00	0.00	-17.25	34.73

Segment Leq : 34.73 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.74	0.74

ROAD (0.00 + 32.24 + 0.00) = 32.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-10.38	0.00	0.00	0.00	-17.31	32.24

Segment Leq : 32.24 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.64 + 0.00) = 59.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.64	0.00	0.00	0.00	0.00	0.00	0.00	59.64

Segment Leq : 59.64 dBA

Total Leq All Segments: 64.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 47.99 + 0.00) = 47.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-10.43	0.00	0.00	0.00	0.00	47.99

Segment Leq : 47.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 45.42 + 0.00) = 45.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-8.39	0.00	0.00	0.00	0.00	45.42

Segment Leq : 45.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 55.99 + 0.00) = 55.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-9.84	0.00	0.00	0.00	-13.31	55.99

Segment Leq : 55.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.67 !	2.67

ROAD (0.00 + 54.95 + 0.00) = 54.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.55	0.00	-9.23	0.00	0.00	0.00	-13.38	54.95

Segment Leq : 54.95 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.77 !	4.50 !	0.92 !	0.92

ROAD (0.00 + 30.78 + 0.00) = 30.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-8.95	0.00	0.00	0.00	-17.15	30.78

Segment Leq : 30.78 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.65	!	4.50	!	0.76	!	0.76

ROAD (0.00 + 29.12 + 0.00) = 29.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-10.05	0.00	0.00	0.00	-17.25	29.12

Segment Leq : 29.12 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.37 + 0.00) = 51.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.17	0.00	-0.79	0.00	0.00	0.00	0.00	51.37

Segment Leq : 51.37 dBA

Total Leq All Segments: 59.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.45
(NIGHT): 59.76

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-11.26	-1.46	0.00	0.00	0.00	52.58

Segment Leq : 52.58 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 45.18 + 0.00) = 45.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-15.54	-1.46	0.00	0.00	0.00	45.18

Segment Leq : 45.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.74	0.00	-10.00	-0.71	0.00	0.00	-13.40	58.64

Segment Leq : 58.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.58	2.58

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.89	0.00	-11.01	-0.71	0.00	0.00	-13.62	55.54

Segment Leq : 55.54 dBA

Total Leq All Segments: 61.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 46.18 + 0.00) = 46.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.42	0.00	-10.94	-1.30	0.00	0.00	0.00	46.18

Segment Leq : 46.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.41 + 0.00) = 37.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.81	0.00	-15.06	-1.34	0.00	0.00	0.00	37.41

Segment Leq : 37.41 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 56.17 + 0.00) = 56.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	79.14	0.00	-9.46	-0.50	0.00	0.00	-13.01	56.17

Segment Leq : 56.17 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 4.50 ! 2.72 ! 2.72

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	77.55	0.00	-10.37	-0.50	0.00	0.00	-13.30	53.38

Segment Leq : 53.38 dBA

Total Leq All Segments: 58.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.15
(NIGHT): 58.32

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 402.50 / 384.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.50 / 322.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 375.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 345.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 358.00 / 340.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 40.12 + 0.00) = 40.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-23.72	-1.46	0.00	0.00	0.00	40.12

Segment Leq : 40.12 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 38.23 + 0.00) = 38.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-22.49	-1.46	0.00	0.00	0.00	38.23

Segment Leq : 38.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 49.94 + 0.00) = 49.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.74	0.00	-16.19	-0.42	0.00	0.00	-16.19	49.94

Segment Leq : 49.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.42	2.42

ROAD (0.00 + 48.21 + 0.00) = 48.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.89	0.00	-16.00	-0.43	0.00	0.00	-16.25	48.21

Segment Leq : 48.21 dBA

Total Leq All Segments: 52.60 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 34.98 + 0.00) = 34.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.42	0.00	-22.13	-1.30	0.00	0.00	0.00	34.98

Segment Leq : 34.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 31.26 + 0.00) = 31.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.81	0.00	-21.21	-1.34	0.00	0.00	0.00	31.26

Segment Leq : 31.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.55	2.55

ROAD (0.00 + 48.11 + 0.00) = 48.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.14	0.00	-14.72	-0.18	0.00	0.00	-16.13	48.11

Segment Leq : 48.11 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 4.50 ! 2.48 ! 2.48

ROAD (0.00 + 46.66 + 0.00) = 46.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	77.55	0.00	-14.52	-0.19	0.00	0.00	-16.19	46.66

Segment Leq : 46.66 dBA

Total Leq All Segments: 50.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.60
(NIGHT): 50.63

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5847/522 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 137/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 2.27
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7236/528 veh/TimePeriod *
Medium truck volume : 153/11 veh/TimePeriod *
Heavy truck volume : 76/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8010
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.05
Heavy Truck % of Total Volume : 1.02
Day (16 hrs) % of Total Volume : 93.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13987/3029 veh/TimePeriod *
Medium truck volume : 1122/243 veh/TimePeriod *
Heavy truck volume : 9595/2078 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30052
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.54
Heavy Truck % of Total Volume : 38.84
Day (16 hrs) % of Total Volume : 82.20

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13908/3241 veh/TimePeriod *
Medium truck volume : 821/191 veh/TimePeriod *
Heavy truck volume : 6098/1421 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25681
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 29.28
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 18030/1315 veh/TimePeriod *
Medium truck volume : 220/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.20
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.23 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.23 ! 1.50 ! -1.05 ! 1.45
  
```

ROAD (0.00 + 44.15 + 0.00) = 44.15 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.54 0.00 -9.40 0.00 0.00 0.00 -9.99 44.15
-----
  
```

Segment Leq : 44.15 dBA

Results segment # 2: N.Service Rd (day)

Source height = 1.00 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.00	!	1.50	!	-1.19	!	1.31

ROAD (0.00 + 46.22 + 0.00) = 46.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.44	0.00	-6.20	0.00	0.00	0.00	-11.01	46.22

Segment Leq : 46.22 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.71	!	2.71

ROAD (0.00 + 59.05 + 0.00) = 59.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.70	0.00	-8.63	0.00	0.00	0.00	-15.02	59.05

Segment Leq : 59.05 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	1.50 !	2.70 !	2.70

ROAD (0.00 + 57.99 + 0.00) = 57.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-7.85	0.00	0.00	0.00	-15.04	57.99

Segment Leq : 57.99 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.09 !	1.41

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-10.62	0.00	0.00	0.00	-9.90	45.98

Segment Leq : 45.98 dBA

Total Leq All Segments: 61.88 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.22 !	4.50 !	1.34 !	3.84

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.00	0.00	-9.49	0.00	0.00	0.00	-5.84	40.67

Segment Leq : 40.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.02 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.02 !	4.50 !	0.57 !	3.07

ROAD (0.00 + 41.18 + 0.00) = 41.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.17	0.00	-6.40	0.00	0.00	0.00	-7.58	41.18

Segment Leq : 41.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.84	!	2.84

ROAD (0.00 + 55.58 + 0.00) = 55.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-8.75	0.00	0.00	0.00	-14.74	55.58

Segment Leq : 55.58 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	4.50	!	2.86	!	2.86

ROAD (0.00 + 54.87 + 0.00) = 54.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.57	0.00	-7.99	0.00	0.00	0.00	-14.71	54.87

Segment Leq : 54.87 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	1.65	4.15

ROAD (0.00 + 42.07 + 0.00) = 42.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.14	0.00	-10.41	0.00	0.00	0.00	-5.66	42.07

Segment Leq : 42.07 dBA

Total Leq All Segments: 58.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.88
(NIGHT): 58.51

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 96.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 18022/1325 veh/TimePeriod *
Medium truck volume : 218/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.15
  
```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.46 ! 1.50 ! -1.01 ! 1.49
  
```

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.30 0.00 -9.65 0.00 0.00 0.00 -9.89 45.75
-----
  
```

Segment Leq : 45.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-1.26 !	1.24

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.18	0.00	-6.20	0.00	0.00	0.00	-11.14	44.85

Segment Leq : 44.85 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.68 !	2.68

ROAD (0.00 + 58.68 + 0.00) = 58.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.74	0.00	-9.01	0.00	0.00	0.00	-15.05	58.68

Segment Leq : 58.68 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.65	2.65

ROAD (0.00 + 57.48 + 0.00) = 57.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.89	0.00	-8.30	0.00	0.00	0.00	-15.10	57.48

Segment Leq : 57.48 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	1.50	-1.09	1.41

ROAD (0.00 + 45.97 + 0.00) = 45.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-10.62	0.00	0.00	0.00	-9.90	45.97

Segment Leq : 45.97 dBA

Total Leq All Segments: 61.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.46 !	4.50 !	1.42 !	3.92

ROAD (0.00 + 42.96 + 0.00) = 42.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-9.75	0.00	0.00	0.00	-5.72	42.96

Segment Leq : 42.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	0.46 !	2.96

ROAD (0.00 + 39.62 + 0.00) = 39.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-6.40	0.00	0.00	0.00	-7.79	39.62

Segment Leq : 39.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.81 !	2.81

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-9.12	0.00	0.00	0.00	-14.79	55.22

Segment Leq : 55.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.80 !	2.80

ROAD (0.00 + 54.32 + 0.00) = 54.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.55	0.00	-8.43	0.00	0.00	0.00	-14.81	54.32

Segment Leq : 54.32 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.09 + 0.00) = 42.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.16	0.00	-10.41	0.00	0.00	0.00	-5.66	42.09

Segment Leq : 42.09 dBA

Total Leq All Segments: 58.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.48
(NIGHT): 58.12

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12686/1139 veh/TimePeriod *
Medium truck volume : 172/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.50 / 230.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 17.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14200/956 veh/TimePeriod *
Medium truck volume : 197/13 veh/TimePeriod *
Heavy truck volume : 99/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 167.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6777/1946 veh/TimePeriod *
Medium truck volume : 647/186 veh/TimePeriod *
Heavy truck volume : 5317/1527 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16399
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 18022/1325 veh/TimePeriod *
Medium truck volume : 218/16 veh/TimePeriod *
Heavy truck volume : 110/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.15

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB onramp (day/night)

```

-----
Car traffic volume : 8395/1146 veh/TimePeriod *
Medium truck volume : 110/15 veh/TimePeriod *
Heavy truck volume : 55/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 87.99
    
```

Data for Segment # 6: 401NB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 145.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.47 ! 1.47
    
```

ROAD (0.00 + 38.86 + 0.00) = 38.86 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 65.11 0.00 -17.63 -1.17 0.00 0.00 -7.46 38.86
-----
    
```

Segment Leq : 38.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.34 !	1.34

ROAD (0.00 + 48.49 + 0.00) = 48.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.65	0.00	-7.75	-1.17	0.00	0.00	-8.25	48.49

Segment Leq : 48.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 63.17 + 0.00) = 63.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.74	0.00	-10.61	0.00	0.00	0.00	-8.97	63.17

Segment Leq : 63.17 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 61.02 + 0.00) = 61.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-10.16	0.00	0.00	0.00	-8.94	61.02

Segment Leq : 61.02 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.47 + 0.00) = 49.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.50	0.00	-9.41	0.00	0.00	0.00	-7.61	49.47

Segment Leq : 49.47 dBA

Results segment # 6: 401NB onramp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.95	0.95

ROAD (0.00 + 37.90 + 0.00) = 37.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.28	0.00	-9.99	0.00	0.00	0.00	-15.39	37.90

Segment Leq : 37.90 dBA

Total Leq All Segments: 65.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.24	4.24

ROAD (0.00 + 37.51 + 0.00) = 37.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	57.69	0.00	-16.67	-0.99	0.00	0.00	-3.12	36.91*
-90	90	0.59	57.69	0.00	-18.84	-1.33	0.00	0.00	0.00	37.51

* Bright Zone !

Segment Leq : 37.51 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.61	3.61

ROAD (0.00 + 47.01 + 0.00) = 47.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.98	0.00	-7.64	-0.99	0.00	0.00	-4.42	43.94*
-90	90	0.59	56.98	0.00	-8.64	-1.33	0.00	0.00	0.00	47.01

* Bright Zone !

Segment Leq : 47.01 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 59.77 + 0.00) = 59.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-10.71	0.00	0.00	0.00	-8.66	59.77

 Segment Leq : 59.77 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 58.87 + 0.00) = 58.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.71	0.00	-10.24	0.00	0.00	0.00	-8.60	58.87

Segment Leq : 58.87 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	4.15	!	4.15

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.16	0.00	-9.51	0.00	0.00	0.00	-2.75	45.90*
-90	90	0.00	58.16	0.00	-9.51	0.00	0.00	0.00	0.00	48.65

* Bright Zone !

Segment Leq : 48.65 dBA

Results segment # 6: 401NB onramp (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 0.97 ! 0.97

ROAD (0.00 + 32.32 + 0.00) = 32.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-9.88	0.00	0.00	0.00	-15.39	32.32

Segment Leq : 32.32 dBA

Total Leq All Segments: 62.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.46
(NIGHT): 62.67

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12686/1139 veh/TimePeriod *
Medium truck volume : 172/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 284.50 / 287.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14200/956 veh/TimePeriod *
Medium truck volume : 197/13 veh/TimePeriod *
Heavy truck volume : 99/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.50 / 40.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8727/1576 veh/TimePeriod *
Medium truck volume : 715/129 veh/TimePeriod *
Heavy truck volume : 6198/1120 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18464
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.57
Heavy Truck % of Total Volume : 39.63
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6777/1946 veh/TimePeriod *
Medium truck volume : 647/186 veh/TimePeriod *
Heavy truck volume : 5317/1527 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16399
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 180.50 / 183.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8395/1146 veh/TimePeriod *
Medium truck volume : 110/15 veh/TimePeriod *
Heavy truck volume : 55/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 87.99

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: NBoffrmp NSR (day/night)

Car traffic volume : 9581/1298 veh/TimePeriod *
Medium truck volume : 181/24 veh/TimePeriod *
Heavy truck volume : 685/93 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11862
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 6.56
Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 6: NBoffrmp NSR (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.80 / 131.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 130.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: SBonrmp_Howd (day/night)

Car traffic volume : 8873/2002 veh/TimePeriod *
Medium truck volume : 169/38 veh/TimePeriod *
Heavy truck volume : 598/135 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11814
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 6.20
Day (16 hrs) % of Total Volume : 81.59

Data for Segment # 7: SBonrmp_Howd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Car traffic volume : 8237/1947 veh/TimePeriod *
Medium truck volume : 107/25 veh/TimePeriod *
Heavy truck volume : 54/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10383
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.88
  
```

Data for Segment # 8: SBoffrmpHwy3 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.48 ! 1.48
  
```

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.11 0.00 -12.78 0.00 0.00 0.00 -8.08 44.25
-----
  
```

Segment Leq : 44.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.56 + 0.00) = 49.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.65	0.00	-5.95	-1.17	0.00	0.00	-8.98	49.56

Segment Leq : 49.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.60 + 0.00) = 61.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.79	0.00	-11.24	0.00	0.00	0.00	-7.95	61.60

Segment Leq : 61.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 61.36 + 0.00) = 61.36 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.00 80.12 0.00 -10.80 0.00 0.00 0.00 -7.95 61.36

Segment Leq : 61.36 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.41 + 0.00) = 48.41 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.00 63.28 0.00 -6.35 0.00 0.00 0.00 -8.52 48.41

Segment Leq : 48.41 dBA

Results segment # 6: NBoffrmp NSR (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	1.50	!	1.51	!	1.51

ROAD (0.00 + 51.43 + 0.00) = 51.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.87	0.00	-9.34	0.00	0.00	0.00	-8.10	51.43

Segment Leq : 51.43 dBA

Results segment # 7: SBonrmp_Howd (day)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.58	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 47.68 + 0.00) = 47.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.35	0.00	-12.65	0.00	0.00	0.00	-8.03	47.68

Segment Leq : 47.68 dBA

Results segment # 8: SBoffrmpHwy3 (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.47	1.47

ROAD (0.00 + 43.69 + 0.00) = 43.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.20	0.00	-11.37	0.00	0.00	0.00	-8.13	43.69

Segment Leq : 43.69 dBA

Total Leq All Segments: 65.08 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.35	4.35

ROAD (0.00 + 44.86 + 0.00) = 44.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.69	0.00	-12.83	0.00	0.00	0.00	-1.47	43.39*
-90	90	0.00	57.69	0.00	-12.83	0.00	0.00	0.00	0.00	44.86

* Bright Zone !

Segment Leq : 44.86 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.35	3.35

ROAD (0.00 + 48.80 + 0.00) = 48.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.98	0.00	-6.06	-0.99	0.00	0.00	-4.83	45.11*
-90	90	0.59	56.98	0.00	-6.85	-1.33	0.00	0.00	0.00	48.80

* Bright Zone !

Segment Leq : 48.80 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 65.07 + 0.00) = 65.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.37	0.00	-11.30	0.00	0.00	0.00	-1.55	63.51*
-90	90	0.00	76.37	0.00	-11.30	0.00	0.00	0.00	0.00	65.07

* Bright Zone !

Segment Leq : 65.07 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 66.83 + 0.00) = 66.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.71	0.00	-10.88	0.00	0.00	0.00	-1.59	65.24*
-90	90	0.00	77.71	0.00	-10.88	0.00	0.00	0.00	0.00	66.83

* Bright Zone !

Segment Leq : 66.83 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	0.98	0.98

ROAD (0.00 + 37.65 + 0.00) = 37.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-6.55	0.00	0.00	0.00	-13.38	37.65

Segment Leq : 37.65 dBA

Results segment # 6: NBoffrmp NSR (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	1.64	1.64

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.20	0.00	-9.44	0.00	0.00	0.00	-11.31	42.46

Segment Leq : 42.46 dBA

Results segment # 7: SBonrmp_Howd (night)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.58	4.50	4.36	4.36

ROAD (0.00 + 52.21 + 0.00) = 52.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.90	0.00	-12.69	0.00	0.00	0.00	-1.61	50.59*
-90	90	0.00	64.90	0.00	-12.69	0.00	0.00	0.00	0.00	52.21

* Bright Zone !

Segment Leq : 52.21 dBA

Results segment # 8: SBoffrmpHwy3 (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 4.50 ! 4.28 ! 4.28

ROAD (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.95	0.00	-11.44	0.00	0.00	0.00	-2.10	46.41*
-90	90	0.00	59.95	0.00	-11.44	0.00	0.00	0.00	0.00	48.52

* Bright Zone !

Segment Leq : 48.52 dBA

Total Leq All Segments: 69.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.08
(NIGHT): 69.24

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 16012/3441 veh/TimePeriod *
Medium truck volume : 835/179 veh/TimePeriod *
Heavy truck volume : 5895/1267 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14768/3200 veh/TimePeriod *
Medium truck volume : 1135/246 veh/TimePeriod *
Heavy truck volume : 9603/2081 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.65 ! 1.65
  
```

ROAD (0.00 + 62.41 + 0.00) = 62.41 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.82 0.00 -10.25 -1.09 0.00 0.00 -7.07 62.41
-----
  
```

Segment Leq : 62.41 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.91 + 0.00) = 65.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.72	0.00	-8.73	-1.08	0.00	0.00	-7.00	65.91

Segment Leq : 65.91 dBA

Total Leq All Segments: 67.51 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	3.99	3.99

ROAD (0.00 + 64.73 + 0.00) = 64.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.15	0.00	-9.84	-0.91	0.00	0.00	-3.76	62.64*
-90	90	0.55	77.15	0.00	-11.16	-1.26	0.00	0.00	0.00	64.73

* Bright Zone !

Segment Leq : 64.73 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 4.07 ! 4.07

ROAD (0.00 + 68.22 + 0.00) = 68.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.09	0.00	-8.48	-0.90	0.00	0.00	-2.81	66.90*
-90	90	0.54	79.09	0.00	-9.62	-1.25	0.00	0.00	0.00	68.22

* Bright Zone !

Segment Leq : 68.22 dBA

Total Leq All Segments: 69.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.51
(NIGHT): 69.83

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.50 / 283.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 299.50 / 302.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65
  
```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.21 + 0.00) = 64.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.89	0.00	-17.72	-0.97	0.00	0.00	0.00	64.21

Segment Leq : 64.21 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.24 + 0.00) = 60.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.32	0.00	-18.11	-0.97	0.00	0.00	0.00	60.24

Segment Leq : 60.24 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-23.28	-1.46	0.00	0.00	0.00	52.53

Segment Leq : 52.53 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-23.63	-1.46	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Total Leq All Segments: 66.29 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.83 + 0.00) = 62.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.24	0.00	-16.63	-0.78	0.00	0.00	0.00	62.83

Segment Leq : 62.83 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.21 + 0.00) = 60.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	77.98	0.00	-17.00	-0.78	0.00	0.00	0.00	60.21

Segment Leq : 60.21 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.35

Segment Leq : 46.35 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.77 + 0.00) = 45.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-22.47	-1.31	0.00	0.00	0.00	45.77

Segment Leq : 45.77 dBA

Total Leq All Segments: 64.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.29
(NIGHT): 64.95

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 1461/404 veh/TimePeriod *
Medium truck volume : 83/23 veh/TimePeriod *
Heavy truck volume : 829/229 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3029
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.94
Day (16 hrs) % of Total Volume : 78.33

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401S to EC S (day/night)

Car traffic volume : 13694/2837 veh/TimePeriod *
Medium truck volume : 273/56 veh/TimePeriod *
Heavy truck volume : 1093/226 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18179
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.81
Heavy Truck % of Total Volume : 7.26
Day (16 hrs) % of Total Volume : 82.84

Data for Segment # 5: 401S to EC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: ECR rmp 2401 (day/night)

Car traffic volume : 930/483 veh/TimePeriod *
Medium truck volume : 23/12 veh/TimePeriod *
Heavy truck volume : 235/122 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 65.82

Data for Segment # 6: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 19108/1725 veh/TimePeriod *
Medium truck volume : 502/45 veh/TimePeriod *
Heavy truck volume : 250/23 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21654
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.53
Heavy Truck % of Total Volume : 1.26
Day (16 hrs) % of Total Volume : 91.72

```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.19 + 0.00) = 65.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.89	0.00	-16.74	-0.97	0.00	0.00	0.00	65.19

Segment Leq : 65.19 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.20 + 0.00) = 61.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.32	0.00	-17.15	-0.97	0.00	0.00	0.00	61.20

Segment Leq : 61.20 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.40 m

ROAD (0.00 + 47.40 + 0.00) = 47.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	68.64	0.00	-20.10	-1.14	0.00	0.00	0.00	47.40

Segment Leq : 47.40 dBA

Results segment # 5: 401S to EC S (day)

Source height = 1.64 m

ROAD (0.00 + 52.77 + 0.00) = 52.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.79	0.00	-16.83	-1.19	0.00	0.00	0.00	52.77

Segment Leq : 52.77 dBA

Results segment # 6: ECR rmp 2401 (day)

Source height = 2.11 m

ROAD (0.00 + 38.44 + 0.00) = 38.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.09	0.00	-22.23	-1.43	0.00	0.00	0.00	38.44

Segment Leq : 38.44 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-23.28	-1.46	0.00	0.00	0.00	52.53

Segment Leq : 52.53 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-23.63	-1.46	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.06 m

ROAD (0.00 + 62.54 + 0.00) = 62.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.10	0.00	-5.56	0.00	0.00	0.00	0.00	62.54

Segment Leq : 62.54 dBA

Total Leq All Segments: 68.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.74 + 0.00) = 63.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.24	0.00	-15.72	-0.78	0.00	0.00	0.00	63.74

Segment Leq : 63.74 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.10 + 0.00) = 61.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	77.98	0.00	-16.11	-0.78	0.00	0.00	0.00	61.10

Segment Leq : 61.10 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.40 m

ROAD (0.00 + 46.16 + 0.00) = 46.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	66.06	0.00	-18.93	-0.97	0.00	0.00	0.00	46.16

Segment Leq : 46.16 dBA

Results segment # 5: 401S to EC S (night)

Source height = 1.64 m

ROAD (0.00 + 50.02 + 0.00) = 50.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	66.96	0.00	-15.92	-1.01	0.00	0.00	0.00	50.02

Segment Leq : 50.02 dBA

Results segment # 6: ECR rmp 2401 (night)

Source height = 2.11 m

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.26	0.00	-21.07	-1.27	0.00	0.00	0.00	39.92

Segment Leq : 39.92 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.35

Segment Leq : 46.35 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.77 + 0.00) = 45.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-22.47	-1.31	0.00	0.00	0.00	45.77

Segment Leq : 45.77 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.06 m

ROAD (0.00 + 54.89 + 0.00) = 54.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.69	0.00	-5.80	0.00	0.00	0.00	0.00	54.89

Segment Leq : 54.89 dBA

Total Leq All Segments: 66.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.59
(NIGHT): 66.31

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 27185/2787 veh/TimePeriod *
Medium truck volume : 343/35 veh/TimePeriod *
Heavy truck volume : 172/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30540
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 494.80 / 497.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Spring Garde (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

```

Data for Segment # 7: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.33	0.00	-25.26	-1.46	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.53 + 0.00) = 63.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.89	0.00	-17.95	-1.41	0.00	0.00	0.00	63.53

Segment Leq : 63.53 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.31 + 0.00) = 59.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.32	0.00	-18.60	-1.41	0.00	0.00	0.00	59.31

Segment Leq : 59.31 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-22.08	-1.46	0.00	0.00	0.00	53.73

Segment Leq : 53.73 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-22.50	-1.46	0.00	0.00	0.00	52.45

Segment Leq : 52.45 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.44	0.00	-25.12	-1.45	0.00	0.00	0.00	44.88

Segment Leq : 44.88 dBA

Results segment # 7: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 65.65 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 36.01 + 0.00) = 36.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.47	0.00	-24.12	-1.33	0.00	0.00	0.00	36.01

Segment Leq : 36.01 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.50 + 0.00) = 62.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.24	0.00	-16.48	-1.25	0.00	0.00	0.00	62.50

Segment Leq : 62.50 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.98	0.00	-17.17	-1.25	0.00	0.00	0.00	59.56

Segment Leq : 59.56 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-20.71	-1.31	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-21.18	-1.31	0.00	0.00	0.00	47.06

Segment Leq : 47.06 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

ROAD (0.00 + 42.09 + 0.00) = 42.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	67.17	0.00	-23.79	-1.29	0.00	0.00	0.00	42.09

Segment Leq : 42.09 dBA

Results segment # 7: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-2.34	-1.35	0.00	0.00	0.00	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 64.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.65
(NIGHT): 64.55

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 27185/2787 veh/TimePeriod *
Medium truck volume : 343/35 veh/TimePeriod *
Heavy truck volume : 172/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30540
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 491.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 80.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: ECR rmp 2401 (day/night)

Car traffic volume : 930/483 veh/TimePeriod *
Medium truck volume : 23/12 veh/TimePeriod *
Heavy truck volume : 235/122 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 65.82

Data for Segment # 4: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 13694/2837 veh/TimePeriod *
Medium truck volume : 273/56 veh/TimePeriod *
Heavy truck volume : 1093/226 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18179
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.81
Heavy Truck % of Total Volume : 7.26
Day (16 hrs) % of Total Volume : 82.84

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

```

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 41.63 + 0.00) = 41.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.33	0.00	-25.24	-1.46	0.00	0.00	0.00	41.63

Segment Leq : 41.63 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 70.82 + 0.00) = 70.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	82.89	0.00	-10.76	-1.31	0.00	0.00	0.00	70.82

Segment Leq : 70.82 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 65.73 + 0.00) = 65.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	79.32	0.00	-12.28	-1.31	0.00	0.00	0.00	65.73

Segment Leq : 65.73 dBA

Results segment # 4: ECR rmp 2401 (day)

Source height = 2.11 m

ROAD (0.00 + 46.22 + 0.00) = 46.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.09	0.00	-14.45	-1.43	0.00	0.00	0.00	46.22

Segment Leq : 46.22 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-22.08	-1.46	0.00	0.00	0.00	53.73

Segment Leq : 53.73 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-22.50	-1.46	0.00	0.00	0.00	52.45

Segment Leq : 52.45 dBA

Results segment # 7: 401SB Offrmp (day)

Source height = 1.64 m

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.79	0.00	-24.74	-1.45	0.00	0.00	0.00	44.60

Segment Leq : 44.60 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 72.15 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 36.07 + 0.00) = 36.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.47	0.00	-24.07	-1.33	0.00	0.00	0.00	36.07

Segment Leq : 36.07 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 70.11 + 0.00) = 70.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	80.24	0.00	-8.98	-1.14	0.00	0.00	0.00	70.11

Segment Leq : 70.11 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 66.02 + 0.00) = 66.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	77.98	0.00	-10.82	-1.14	0.00	0.00	0.00	66.02

Segment Leq : 66.02 dBA

Results segment # 4: ECR rmp 2401 (night)

Source height = 2.11 m

ROAD (0.00 + 47.95 + 0.00) = 47.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.26	0.00	-13.04	-1.27	0.00	0.00	0.00	47.95

Segment Leq : 47.95 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-20.71	-1.31	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-21.18	-1.31	0.00	0.00	0.00	47.06

Segment Leq : 47.06 dBA

Results segment # 7: 401SB Offrmp (night)

Source height = 1.64 m

ROAD (0.00 + 42.31 + 0.00) = 42.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	66.96	0.00	-23.35	-1.29	0.00	0.00	0.00	42.31

Segment Leq : 42.31 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-2.34	-1.35	0.00	0.00	0.00	45.68

Segment Leq : 45.68 dBA

Total Leq All Segments: 71.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.15
(NIGHT): 71.61

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27185/2787 veh/TimePeriod *
Medium truck volume : 343/35 veh/TimePeriod *
Heavy truck volume : 172/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30540
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.50 / 161.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 153.00 / 156.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.50 / 179.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 171.00 / 174.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 249.80 / 243.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.33	0.00	-22.10	-1.46	0.00	0.00	0.00	44.78

Segment Leq : 44.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 54.58 + 0.00) = 54.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.89	0.00	-11.81	-0.42	0.00	0.00	-16.08	54.58

Segment Leq : 54.58 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 50.45 + 0.00) = 50.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-12.34	-0.42	0.00	0.00	-16.10	50.45

Segment Leq : 50.45 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-24.11	-1.46	0.00	0.00	0.00	51.70

Segment Leq : 51.70 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-24.44	-1.46	0.00	0.00	0.00	50.51

Segment Leq : 50.51 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.70 m

ROAD (0.00 + 49.79 + 0.00) = 49.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.44	0.00	-20.21	-1.45	0.00	0.00	0.00	49.79

Segment Leq : 49.79 dBA

Total Leq All Segments: 59.37 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.15 + 0.00) = 47.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-0.87	-1.35	0.00	0.00	0.00	47.15

Segment Leq : 47.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.93 + 0.00) = 38.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.47	0.00	-21.20	-1.33	0.00	0.00	0.00	38.93

Segment Leq : 38.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 53.13 + 0.00) = 53.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.24	0.00	-10.97	-0.18	0.00	0.00	-15.96	53.13

Segment Leq : 53.13 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.71	2.71

ROAD (0.00 + 50.35 + 0.00) = 50.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-11.46	-0.18	0.00	0.00	-15.99	50.35

Segment Leq : 50.35 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.87	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-23.23	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.69 m

ROAD (0.00 + 46.94 + 0.00) = 46.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	67.17	0.00	-18.94	-1.29	0.00	0.00	0.00	46.94

Segment Leq : 46.94 dBA

Total Leq All Segments: 56.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.37
(NIGHT): 56.91

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27185/2787 veh/TimePeriod *
Medium truck volume : 343/35 veh/TimePeriod *
Heavy truck volume : 172/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30540
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 48.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.50 / 73.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 212.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row ramp (day/night)

```
-----
Car traffic volume : 930/483 veh/TimePeriod *
Medium truck volume : 23/12 veh/TimePeriod *
Heavy truck volume : 235/122 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 65.82
```

Data for Segment # 8: EC Row ramp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.33	0.00	-22.10	-1.46	0.00	0.00	0.00	44.78

Segment Leq : 44.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.13	3.13

ROAD (0.00 + 60.42 + 0.00) = 60.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.89	0.00	-6.37	-0.42	0.00	0.00	-15.68	60.42

Segment Leq : 60.42 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 55.31 + 0.00) = 55.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-7.75	-0.42	0.00	0.00	-15.84	55.31

Segment Leq : 55.31 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-24.11	-1.46	0.00	0.00	0.00	51.70

Segment Leq : 51.70 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-24.44	-1.46	0.00	0.00	0.00	50.51

Segment Leq : 50.51 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.70 m

ROAD (0.00 + 50.71 + 0.00) = 50.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.44	0.00	-19.29	-1.45	0.00	0.00	0.00	50.71

Segment Leq : 50.71 dBA

Results segment # 8: EC Row ramp (day)

Source height = 2.11 m

ROAD (0.00 + 40.20 + 0.00) = 40.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.09	0.00	-20.47	-1.43	0.00	0.00	0.00	40.20

Segment Leq : 40.20 dBA

Total Leq All Segments: 62.88 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.15 + 0.00) = 47.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-0.87	-1.35	0.00	0.00	0.00	47.15

Segment Leq : 47.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.93 + 0.00) = 38.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.47	0.00	-21.20	-1.33	0.00	0.00	0.00	38.93

Segment Leq : 38.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 58.59 + 0.00) = 58.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.24	0.00	-6.12	-0.18	0.00	0.00	-15.34	58.59

Segment Leq : 58.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 54.94 + 0.00) = 54.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-7.34	-0.18	0.00	0.00	-15.52	54.94

Segment Leq : 54.94 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.87	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-23.23	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.69 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	67.17	0.00	-18.02	-1.29	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 8: EC Row ramp (night)

Source height = 2.11 m

ROAD (0.00 + 41.57 + 0.00) = 41.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.26	0.00	-19.42	-1.27	0.00	0.00	0.00	41.57

Segment Leq : 41.57 dBA

Total Leq All Segments: 60.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.88
(NIGHT): 60.93

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Lamont Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 41579/4749 veh/TimePeriod *
Medium truck volume : 426/49 veh/TimePeriod *
Heavy truck volume : 211/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 47038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 89.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 137.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 156.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.80 / 57.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Lamont Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 49.78 + 0.00) = 49.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.90	0.00	-18.66	-1.46	0.00	0.00	0.00	49.78

Segment Leq : 49.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.89	0.00	-10.69	-0.26	0.00	0.00	-16.76	55.19

Segment Leq : 55.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.68	2.68

ROAD (0.00 + 50.99 + 0.00) = 50.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.32	0.00	-11.28	-0.26	0.00	0.00	-16.78	50.99

Segment Leq : 50.99 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.70 m

ROAD (0.00 + 64.89 + 0.00) = 64.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-6.55	0.00	0.00	0.00	0.00	64.89

Segment Leq : 64.89 dBA

Total Leq All Segments: 65.82 dBA

Results segment # 1: Lamont Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.48	0.00	-17.33	-1.34	0.00	0.00	0.00	44.82

Segment Leq : 44.82 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 54.23 + 0.00) = 54.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-9.39	-0.01	0.00	0.00	-16.61	54.23

Segment Leq : 54.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.82	!	2.82

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-9.93	-0.01	0.00	0.00	-16.65	51.40

Segment Leq : 51.40 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.69 m

ROAD (0.00 + 61.31 + 0.00) = 61.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-5.86	0.00	0.00	0.00	0.00	61.31

Segment Leq : 61.31 dBA

Total Leq All Segments: 62.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.82
(NIGHT): 62.71

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Lamont Ave. (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Lamont Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 41579/4749 veh/TimePeriod *
Medium truck volume : 426/49 veh/TimePeriod *
Heavy truck volume : 211/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 47038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 89.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 184.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6513/1767 veh/TimePeriod *
Medium truck volume : 1087/295 veh/TimePeriod *
Heavy truck volume : 10396/2820 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22878
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.04
Heavy Truck % of Total Volume : 57.77
Day (16 hrs) % of Total Volume : 78.66

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 118.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 5: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.80 / 26.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 49.78 + 0.00) = 49.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.90	0.00	-18.66	-1.46	0.00	0.00	0.00	49.78

Segment Leq : 49.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 56.68 + 0.00) = 56.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.89	0.00	-9.26	-0.26	0.00	0.00	-16.69	56.68

Segment Leq : 56.68 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.32	0.00	-10.01	-0.26	0.00	0.00	-16.73	52.32

Segment Leq : 52.32 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.70 m

ROAD (0.00 + 67.10 + 0.00) = 67.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-4.35	0.00	0.00	0.00	0.00	67.10

Segment Leq : 67.10 dBA

Total Leq All Segments: 67.82 dBA

Results segment # 1: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.48	0.00	-17.33	-1.34	0.00	0.00	0.00	44.82

Segment Leq : 44.82 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.08	3.08

ROAD (0.00 + 56.00 + 0.00) = 56.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-7.78	-0.01	0.00	0.00	-16.45	56.00

Segment Leq : 56.00 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.98	0.00	-8.58	-0.01	0.00	0.00	-16.54	52.86

Segment Leq : 52.86 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.69 m

ROAD (0.00 + 64.65 + 0.00) = 64.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-2.52	0.00	0.00	0.00	0.00	64.65

Segment Leq : 64.65 dBA

Total Leq All Segments: 65.59 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.82
(NIGHT): 65.59

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.50 / 85.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 142.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 104.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 102.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18548/4152 veh/TimePeriod *
Medium truck volume : 748/167 veh/TimePeriod *
Heavy truck volume : 5151/1153 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 122.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 120.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 4075/348 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.91
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 15928/2431 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 111/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.80 / 92.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 94.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 7: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 132.80 / 128.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 131.00 / 127.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 43.43 + 0.00) = 43.43 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.58 61.99 0.00 -12.22 -1.33 0.00 0.00 -5.01 43.43
-----
  
```

Segment Leq : 43.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	67.50	0.00	-15.69	-1.34	0.00	0.00	-5.01	45.46

Segment Leq : 45.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.34	!	1.50	!	2.91	!	2.91

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-8.55	0.00	0.00	0.00	-17.89	56.58

Segment Leq : 56.58 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.64 !	2.64

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-9.23	0.00	0.00	0.00	-17.96	53.18

Segment Leq : 53.18 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.62 + 0.00) = 49.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-3.01	0.00	0.00	0.00	-5.08	49.62

Segment Leq : 49.62 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.15 !	1.15

ROAD (0.00 + 39.45 + 0.00) = 39.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.15	0.00	-8.05	0.00	0.00	0.00	-18.65	39.45

Segment Leq : 39.45 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.70 !	1.50 !	1.86 !	1.86

ROAD (0.00 + 43.39 + 0.00) = 43.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.44	0.00	-9.47	0.00	0.00	0.00	-18.58	43.39

Segment Leq : 43.39 dBA

Total Leq All Segments: 59.26 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	4.38	4.38

ROAD (0.00 + 40.86 + 0.00) = 40.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	54.19	0.00	-11.30	-1.17	0.00	0.00	-0.07	41.65*
-90	90	0.59	54.19	0.00	-11.99	-1.33	0.00	0.00	0.00	40.86

* Bright Zone !

Segment Leq : 40.86 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	4.42	4.42

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	60.07	0.00	-14.67	-1.18	0.00	0.00	-0.07	44.16*
-90	90	0.59	60.07	0.00	-15.56	-1.34	0.00	0.00	0.00	43.17

* Bright Zone !

Segment Leq : 43.17 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	4.50 !	3.09 !	3.09

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.43	0.00	0.00	0.00	-17.79	53.20

Segment Leq : 53.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.79 !	2.79

ROAD (0.00 + 49.88 + 0.00) = 49.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-9.12	0.00	0.00	0.00	-17.88	49.88

Segment Leq : 49.88 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	5.71	5.71

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.21	0.00	-0.79	0.00	0.00	0.00	99.00	148.42
-90	90	0.00	50.21	0.00	-0.79	0.00	0.00	0.00	0.00	49.42

* Bright Zone !

Segment Leq : 49.42 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.21	1.21

ROAD (0.00 + 34.50 + 0.00) = 34.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.01	0.00	-7.91	0.00	0.00	0.00	-18.59	34.50

Segment Leq : 34.50 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.69 ! 4.50 ! 1.90 ! 1.90

ROAD (0.00 + 39.29 + 0.00) = 39.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.17	0.00	-9.34	0.00	0.00	0.00	-18.54	39.29

Segment Leq : 39.29 dBA

Total Leq All Segments: 56.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.26
(NIGHT): 56.41

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5876/542 veh/TimePeriod *
Medium truck volume : 14/1 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5652/440 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6100
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 124.50 / 127.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18548/4152 veh/TimePeriod *
Medium truck volume : 748/167 veh/TimePeriod *
Heavy truck volume : 5151/1153 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29920
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 104.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4075/348 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.91
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.14
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.59 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.59 ! 1.50 ! -0.62 ! 1.38
  
```

ROAD (0.00 + 43.24 + 0.00) = 43.24 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.35 0.00 -6.53 0.00 0.00 0.00 -10.58 43.24
-----
  
```

Segment Leq : 43.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.57 ! 1.43

ROAD (0.00 + 40.47 + 0.00) = 40.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-9.19	0.00	0.00	0.00	-10.27	40.47

Segment Leq : 40.47 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.34 ! 1.50 ! 3.05 ! 3.05

ROAD (0.00 + 57.57 + 0.00) = 57.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-7.61	0.00	0.00	0.00	-17.84	57.57

Segment Leq : 57.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.74 !	2.74

ROAD (0.00 + 54.01 + 0.00) = 54.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.43	0.00	0.00	0.00	-17.93	54.01

Segment Leq : 54.01 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 41.04 + 0.00) = 41.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-6.09	0.00	0.00	0.00	-10.58	41.04

Segment Leq : 41.04 dBA

Total Leq All Segments: 59.39 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.65 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.65	4.50	1.85	3.85

ROAD (0.00 + 46.39 + 0.00) = 46.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.11	0.00	-6.72	0.00	0.00	0.00	-5.00	41.39*
-90	90	0.00	53.11	0.00	-6.72	0.00	0.00	0.00	0.00	46.39

* Bright Zone !

Segment Leq : 46.39 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	2.12	4.12

ROAD (0.00 + 42.44 + 0.00) = 42.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.73	0.00	-9.29	0.00	0.00	0.00	-4.86	37.57*
-90	90	0.00	51.73	0.00	-9.29	0.00	0.00	0.00	0.00	42.44

* Bright Zone !

Segment Leq : 42.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	4.50 !	3.21 !	3.21

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-7.76	0.00	0.00	0.00	-17.73	53.93

Segment Leq : 53.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.88 !	2.88

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.88	0.00	-8.55	0.00	0.00	0.00	-17.85	50.48

Segment Leq : 50.48 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	1.82	!	3.82

ROAD (0.00 + 38.91 + 0.00) = 38.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.21	0.00	-6.30	0.00	0.00	0.00	-5.00	38.91

Segment Leq : 38.91 dBA

Total Leq All Segments: 56.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.39
(NIGHT): 56.31

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14458/1189 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 23/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15723
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 118.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6365/402 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 209.50 / 206.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.50 / 153.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 151.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 169.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 3580/512 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 87.48

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.80 / 192.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 6312/1275 veh/TimePeriod *
Medium truck volume : 64/13 veh/TimePeriod *
Heavy truck volume : 233/47 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 3.53
Day (16 hrs) % of Total Volume : 83.20
    
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.80 / 132.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.38	0.00	-15.08	-1.46	0.00	0.00	0.00	47.85

Segment Leq : 47.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-19.01	-1.46	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 55.15 + 0.00) = 55.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	83.03	0.00	-10.52	-0.10	0.00	0.00	-17.27	55.15

Segment Leq : 55.15 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.56	2.56

ROAD (0.00 + 51.48 + 0.00) = 51.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	79.97	0.00	-11.05	-0.11	0.00	0.00	-17.34	51.48

Segment Leq : 51.48 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.71 m

ROAD (0.00 + 38.62 + 0.00) = 38.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.60	0.00	-18.52	-1.46	0.00	0.00	0.00	38.62

Segment Leq : 38.62 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.37 m

ROAD (0.00 + 47.64 + 0.00) = 47.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-15.88	-1.46	0.00	0.00	0.00	47.64

Segment Leq : 47.64 dBA

Total Leq All Segments: 57.81 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 40.21 + 0.00) = 40.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.57	0.00	-14.90	-1.46	0.00	0.00	0.00	40.21

Segment Leq : 40.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.12 + 0.00) = 31.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	51.48	0.00	-18.90	-1.46	0.00	0.00	0.00	31.12

Segment Leq : 31.12 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.73	2.73

ROAD (0.00 + 51.59 + 0.00) = 51.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	79.38	0.00	-10.43	-0.10	0.00	0.00	-17.27	51.59

Segment Leq : 51.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.57	2.57

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	76.13	0.00	-10.97	-0.11	0.00	0.00	-17.33	47.72

Segment Leq : 47.72 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.66 m

ROAD (0.00 + 33.22 + 0.00) = 33.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.09	0.00	-18.41	-1.46	0.00	0.00	0.00	33.22

Segment Leq : 33.22 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.37 m

ROAD (0.00 + 43.86 + 0.00) = 43.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.04	0.00	-15.72	-1.46	0.00	0.00	0.00	43.86

Segment Leq : 43.86 dBA

Total Leq All Segments: 53.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.81
(NIGHT): 53.83

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 14458/1189 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 23/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15723
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 292.50 / 288.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 6365/402 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 315.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 316.00 / 310.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.50 / 333.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 333.00 / 328.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 24930/1688 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.66
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 41.51 + 0.00) = 41.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.38	0.00	-21.41	-1.46	0.00	0.00	0.00	41.51

Segment Leq : 41.51 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 36.17 + 0.00) = 36.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-22.90	-1.46	0.00	0.00	0.00	36.17

Segment Leq : 36.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 51.06 + 0.00) = 51.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	83.03	0.00	-16.15	-0.57	0.00	0.00	-15.26	51.06

Segment Leq : 51.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.37	2.37

ROAD (0.00 + 47.49 + 0.00) = 47.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.97	0.00	-16.47	-0.58	0.00	0.00	-15.44	47.49

Segment Leq : 47.49 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 59.07 + 0.00) = 59.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.03	0.00	-4.96	0.00	0.00	0.00	0.00	59.07

Segment Leq : 59.07 dBA

Total Leq All Segments: 60.04 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.64 m

ROAD (0.00 + 34.73 + 0.00) = 34.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.57	0.00	-20.49	-1.35	0.00	0.00	0.00	34.73

Segment Leq : 34.73 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.15 + 0.00) = 28.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.48	0.00	-21.98	-1.35	0.00	0.00	0.00	28.15

Segment Leq : 28.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.56	2.56

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	79.38	0.00	-14.86	-0.34	0.00	0.00	-15.16	49.03

Segment Leq : 49.03 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.43	2.43

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.13	0.00	-15.18	-0.35	0.00	0.00	-15.35	45.25

Segment Leq : 45.25 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 53.13 + 0.00) = 53.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.34	0.00	-2.22	0.00	0.00	0.00	0.00	53.13

Segment Leq : 53.13 dBA

Total Leq All Segments: 55.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.04
(NIGHT): 55.09

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14593/1071 veh/TimePeriod *
Medium truck volume : 84/6 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15799
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.50 / 320.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11467/1084 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 343.50 / 346.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 338.00 / 341.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 360.50 / 363.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 355.00 / 358.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 24930/1688 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.66

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.31 + 0.00) = 41.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.78	0.00	-22.01	-1.46	0.00	0.00	0.00	41.31

Segment Leq : 41.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.04	0.00	-23.35	-1.46	0.00	0.00	0.00	39.23

Segment Leq : 39.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 50.70 + 0.00) = 50.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	83.03	0.00	-16.49	-0.57	0.00	0.00	-15.27	50.70

Segment Leq : 50.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.37	2.37

ROAD (0.00 + 47.15 + 0.00) = 47.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.97	0.00	-16.80	-0.58	0.00	0.00	-15.44	47.15

Segment Leq : 47.15 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.87 + 0.00) = 55.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.03	0.00	-6.70	-1.46	0.00	0.00	0.00	55.87

Segment Leq : 55.87 dBA

Total Leq All Segments: 57.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 33.90 + 0.00) = 33.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.43	0.00	-21.19	-1.34	0.00	0.00	0.00	33.90

Segment Leq : 33.90 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 32.98 + 0.00) = 32.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.76	0.00	-22.44	-1.34	0.00	0.00	0.00	32.98

Segment Leq : 32.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.54	2.54

ROAD (0.00 + 48.55 + 0.00) = 48.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	79.38	0.00	-15.31	-0.34	0.00	0.00	-15.18	48.55

Segment Leq : 48.55 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.41	!	2.41

ROAD (0.00 + 44.81 + 0.00) = 44.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.13	0.00	-15.60	-0.35	0.00	0.00	-15.36	44.81

Segment Leq : 44.81 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.91 + 0.00) = 49.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.34	0.00	-4.08	-1.35	0.00	0.00	0.00	49.91

Segment Leq : 49.91 dBA

Total Leq All Segments: 53.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.62
(NIGHT): 53.10

Filename: 35S_HI_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14593/1071 veh/TimePeriod *
Medium truck volume : 84/6 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15799
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 325.50 / 328.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11467/1084 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 382.50 / 385.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14955/3227 veh/TimePeriod *
Medium truck volume : 1215/262 veh/TimePeriod *
Heavy truck volume : 10364/2237 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.58
Heavy Truck % of Total Volume : 39.06
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 344.50 / 347.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 339.00 / 342.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12658/2615 veh/TimePeriod *
Medium truck volume : 685/141 veh/TimePeriod *
Heavy truck volume : 4868/1005 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21972
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.50 / 366.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 358.00 / 361.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: HC Ln 2 Todd (day/night)

```

-----
Car traffic volume : 15514/1269 veh/TimePeriod *
Medium truck volume : 150/12 veh/TimePeriod *
Heavy truck volume : 74/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.44
  
```

Data for Segment # 5: HC Ln 2 Todd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.13 + 0.00) = 41.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.78	0.00	-22.19	-1.46	0.00	0.00	0.00	41.13

Segment Leq : 41.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.04	0.00	-23.35	-1.46	0.00	0.00	0.00	39.23

Segment Leq : 39.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 50.69 + 0.00) = 50.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	83.03	0.00	-16.51	-0.57	0.00	0.00	-15.27	50.69

Segment Leq : 50.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.37	2.37

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.97	0.00	-16.85	-0.58	0.00	0.00	-15.45	47.10

Segment Leq : 47.10 dBA

Results segment # 5: HC Ln 2 Todd (day)

Source height = 0.83 m

ROAD (0.00 + 49.22 + 0.00) = 49.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.54	0.00	-14.87	-1.46	0.00	0.00	0.00	49.22

Segment Leq : 49.22 dBA

Total Leq All Segments: 54.37 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 33.73 + 0.00) = 33.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.43	0.00	-21.36	-1.34	0.00	0.00	0.00	33.73

Segment Leq : 33.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 32.98 + 0.00) = 32.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.76	0.00	-22.44	-1.34	0.00	0.00	0.00	32.98

Segment Leq : 32.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.54	2.54

ROAD (0.00 + 48.54 + 0.00) = 48.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	79.38	0.00	-15.33	-0.34	0.00	0.00	-15.18	48.54

Segment Leq : 48.54 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.41	!	2.41

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.13	0.00	-15.64	-0.35	0.00	0.00	-15.36	44.77

Segment Leq : 44.77 dBA

Results segment # 5: HC Ln 2 Todd (night)

Source height = 0.83 m

ROAD (0.00 + 41.85 + 0.00) = 41.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.67	0.00	-14.48	-1.34	0.00	0.00	0.00	41.85

Segment Leq : 41.85 dBA

Total Leq All Segments: 50.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.37
(NIGHT): 50.83

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 17322/1344 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18794
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7610/494 veh/TimePeriod *
Medium truck volume : 62/4 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 170.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 189.00 / 192.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3580/512 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 87.48

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6312/1275 veh/TimePeriod *
Medium truck volume : 64/13 veh/TimePeriod *
Heavy truck volume : 233/47 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 3.53
Day (16 hrs) % of Total Volume : 83.20
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

ROAD (0.00 + 47.63 + 0.00) = 47.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.37	0.00	-16.28	-1.46	0.00	0.00	0.00	47.63

Segment Leq : 47.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 41.28 + 0.00) = 41.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.27	0.00	-19.54	-1.46	0.00	0.00	0.00	41.28

Segment Leq : 41.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-12.96	-0.57	0.00	0.00	-15.16	53.43

Segment Leq : 53.43 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.54	2.54

ROAD (0.00 + 50.33 + 0.00) = 50.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-13.51	-0.57	0.00	0.00	-15.22	50.33

Segment Leq : 50.33 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.71 m

ROAD (0.00 + 38.23 + 0.00) = 38.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.60	0.00	-18.92	-1.46	0.00	0.00	0.00	38.23

Segment Leq : 38.23 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.37 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-17.15	-1.46	0.00	0.00	0.00	46.37

Segment Leq : 46.37 dBA

Total Leq All Segments: 56.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 40.14 + 0.00) = 40.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.26	0.00	-15.78	-1.35	0.00	0.00	0.00	40.14

Segment Leq : 40.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.40	0.00	-18.82	-1.34	0.00	0.00	0.00	33.24

Segment Leq : 33.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 50.93 + 0.00) = 50.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-12.08	-0.34	0.00	0.00	-14.98	50.93

Segment Leq : 50.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.62	2.62

ROAD (0.00 + 48.10 + 0.00) = 48.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-12.58	-0.35	0.00	0.00	-15.06	48.10

Segment Leq : 48.10 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.47 + 0.00) = 33.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-18.28	-1.35	0.00	0.00	0.00	33.47

Segment Leq : 33.47 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.37 m

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.04	0.00	-16.38	-1.31	0.00	0.00	0.00	43.35

Segment Leq : 43.35 dBA

Total Leq All Segments: 53.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.53
(NIGHT): 53.52

Filename: s_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 17322/1344 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18794
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7610/494 veh/TimePeriod *
Medium truck volume : 62/4 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.50 / 178.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 170.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 197.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 189.00 / 192.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3580/512 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 87.48

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6312/1275 veh/TimePeriod *
Medium truck volume : 64/13 veh/TimePeriod *
Heavy truck volume : 233/47 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 3.53
Day (16 hrs) % of Total Volume : 83.20
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.80 / 164.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

ROAD (0.00 + 47.63 + 0.00) = 47.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.37	0.00	-16.28	-1.46	0.00	0.00	0.00	47.63

Segment Leq : 47.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 41.28 + 0.00) = 41.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.27	0.00	-19.54	-1.46	0.00	0.00	0.00	41.28

Segment Leq : 41.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-12.96	-0.57	0.00	0.00	-15.16	53.43

Segment Leq : 53.43 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.54	2.54

ROAD (0.00 + 50.33 + 0.00) = 50.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-13.51	-0.57	0.00	0.00	-15.22	50.33

Segment Leq : 50.33 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.71 m

ROAD (0.00 + 38.23 + 0.00) = 38.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.60	0.00	-18.92	-1.46	0.00	0.00	0.00	38.23

Segment Leq : 38.23 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.37 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-17.15	-1.46	0.00	0.00	0.00	46.37

Segment Leq : 46.37 dBA

Total Leq All Segments: 56.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 40.14 + 0.00) = 40.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.26	0.00	-15.78	-1.35	0.00	0.00	0.00	40.14

Segment Leq : 40.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.40	0.00	-18.82	-1.34	0.00	0.00	0.00	33.24

Segment Leq : 33.24 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 50.93 + 0.00) = 50.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-12.08	-0.34	0.00	0.00	-14.98	50.93

Segment Leq : 50.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.62	2.62

ROAD (0.00 + 48.10 + 0.00) = 48.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-12.58	-0.35	0.00	0.00	-15.06	48.10

Segment Leq : 48.10 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.47 + 0.00) = 33.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-18.28	-1.35	0.00	0.00	0.00	33.47

Segment Leq : 33.47 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.37 m

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.04	0.00	-16.38	-1.31	0.00	0.00	0.00	43.35

Segment Leq : 43.35 dBA

Total Leq All Segments: 53.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.53
(NIGHT): 53.52

Filename: s_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 17322/1344 veh/TimePeriod *
Medium truck volume : 78/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18794
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7610/494 veh/TimePeriod *
Medium truck volume : 62/4 veh/TimePeriod *
Heavy truck volume : 31/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 207.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.50 / 174.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 166.00 / 169.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 189.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 3580/512 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 87.48

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 6312/1275 veh/TimePeriod *
Medium truck volume : 64/13 veh/TimePeriod *
Heavy truck volume : 233/47 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.97
Heavy Truck % of Total Volume : 3.53
Day (16 hrs) % of Total Volume : 83.20
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.80 / 167.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.37	0.00	-16.38	-1.46	0.00	0.00	0.00	47.53

Segment Leq : 47.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.27	0.00	-18.83	-1.46	0.00	0.00	0.00	41.98

Segment Leq : 41.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.60	2.60

ROAD (0.00 + 53.56 + 0.00) = 53.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-12.84	-0.57	0.00	0.00	-15.15	53.56

Segment Leq : 53.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.55	2.55

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-13.37	-0.57	0.00	0.00	-15.21	50.47

Segment Leq : 50.47 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.71 m

ROAD (0.00 + 38.58 + 0.00) = 38.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.60	0.00	-18.56	-1.46	0.00	0.00	0.00	38.58

Segment Leq : 38.58 dBA

Results segment # 6: 401SB offram (day)

Source height = 1.37 m

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-17.28	-1.46	0.00	0.00	0.00	46.24

Segment Leq : 46.24 dBA

Total Leq All Segments: 56.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 40.04 + 0.00) = 40.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.26	0.00	-15.87	-1.35	0.00	0.00	0.00	40.04

Segment Leq : 40.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.80 m

ROAD (0.00 + 33.91 + 0.00) = 33.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.40	0.00	-18.15	-1.34	0.00	0.00	0.00	33.91

Segment Leq : 33.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-11.97	-0.34	0.00	0.00	-14.97	51.05

Segment Leq : 51.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.63	2.63

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-12.46	-0.35	0.00	0.00	-15.05	48.23

Segment Leq : 48.23 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.66 m

ROAD (0.00 + 33.81 + 0.00) = 33.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-17.94	-1.35	0.00	0.00	0.00	33.81

Segment Leq : 33.81 dBA

Results segment # 6: 401SB offram (night)

Source height = 1.37 m

ROAD (0.00 + 43.22 + 0.00) = 43.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.04	0.00	-16.51	-1.31	0.00	0.00	0.00	43.22

Segment Leq : 43.22 dBA

Total Leq All Segments: 53.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.63
(NIGHT): 53.61

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9583/751 veh/TimePeriod *
Medium truck volume : 92/7 veh/TimePeriod *
Heavy truck volume : 280/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14051/1489 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 40/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 291.50 / 286.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 233.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 257.50 / 252.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 252.00 / 247.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.80 / 209.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Dr (day/night)

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-----
Car traffic volume : 18953/1281 veh/TimePeriod *
Medium truck volume : 6/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.03
Heavy Truck % of Total Volume : 0.01
Day (16 hrs) % of Total Volume : 93.67
  
```

Data for Segment # 7: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.30 m

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.18	0.00	-18.87	-1.46	0.00	0.00	0.00	45.86

Segment Leq : 45.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.76 + 0.00) = 41.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.61	0.00	-21.39	-1.46	0.00	0.00	0.00	41.76

Segment Leq : 41.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 51.75 + 0.00) = 51.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-14.57	-0.57	0.00	0.00	-15.22	51.75

Segment Leq : 51.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.50	2.50

ROAD (0.00 + 48.80 + 0.00) = 48.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-14.99	-0.57	0.00	0.00	-15.27	48.80

Segment Leq : 48.80 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.74 m

ROAD (0.00 + 38.70 + 0.00) = 38.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.35	0.00	-21.20	-1.46	0.00	0.00	0.00	38.70

Segment Leq : 38.70 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.67 m

ROAD (0.00 + 39.36 + 0.00) = 39.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.93	0.00	-19.12	-1.46	0.00	0.00	0.00	39.36

Segment Leq : 39.36 dBA

Results segment # 7: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 55.75 + 0.00) = 55.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-5.68	-1.46	0.00	0.00	0.00	55.75

Segment Leq : 55.75 dBA

Total Leq All Segments: 58.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 39.07 + 0.00) = 39.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	58.13	0.00	-17.75	-1.31	0.00	0.00	0.00	39.07

Segment Leq : 39.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 36.08 + 0.00) = 36.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.83	0.00	-20.41	-1.34	0.00	0.00	0.00	36.08

Segment Leq : 36.08 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 49.50 + 0.00) = 49.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-13.41	-0.34	0.00	0.00	-15.08	49.50

Segment Leq : 49.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.57	2.57

ROAD (0.00 + 46.82 + 0.00) = 46.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-13.78	-0.35	0.00	0.00	-15.14	46.82

Segment Leq : 46.82 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.77 m

ROAD (0.00 + 35.33 + 0.00) = 35.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-20.21	-1.34	0.00	0.00	0.00	35.33

Segment Leq : 35.33 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 36.79 + 0.00) = 36.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.42	0.00	-18.28	-1.35	0.00	0.00	0.00	36.79

Segment Leq : 36.79 dBA

Results segment # 7: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 50.45 + 0.00) = 50.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.15	0.00	-2.34	-1.35	0.00	0.00	0.00	50.45

Segment Leq : 50.45 dBA

Total Leq All Segments: 54.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.27
(NIGHT): 54.29

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9583/751 veh/TimePeriod *
Medium truck volume : 92/7 veh/TimePeriod *
Heavy truck volume : 280/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 160.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14051/1489 veh/TimePeriod *
Medium truck volume : 79/8 veh/TimePeriod *
Heavy truck volume : 40/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 245.50 / 239.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 190.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 208.00 / 203.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.80 / 232.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on ram (day/night)

Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 6: 401SB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 171.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cousineau Rd (day/night)

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-----
Car traffic volume : 18953/1281 veh/TimePeriod *
Medium truck volume : 6/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.03
Heavy Truck % of Total Volume : 0.01
Day (16 hrs) % of Total Volume : 93.67

```

Data for Segment # 7: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.30 m

ROAD (0.00 + 47.46 + 0.00) = 47.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.18	0.00	-17.27	-1.46	0.00	0.00	0.00	47.46

Segment Leq : 47.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 43.00 + 0.00) = 43.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.61	0.00	-20.15	-1.46	0.00	0.00	0.00	43.00

Segment Leq : 43.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.57	2.57

ROAD (0.00 + 52.84 + 0.00) = 52.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.11	0.00	-13.53	-0.57	0.00	0.00	-15.18	52.84

Segment Leq : 52.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.53	2.53

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.63	0.00	-14.00	-0.57	0.00	0.00	-15.24	49.82

Segment Leq : 49.82 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.74 m

ROAD (0.00 + 39.94 + 0.00) = 39.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.35	0.00	-19.95	-1.46	0.00	0.00	0.00	39.94

Segment Leq : 39.94 dBA

Results segment # 6: 401SB on ram (day)

Source height = 0.67 m

ROAD (0.00 + 40.90 + 0.00) = 40.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.93	0.00	-17.58	-1.46	0.00	0.00	0.00	40.90

Segment Leq : 40.90 dBA

Results segment # 7: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.75 + 0.00) = 55.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-5.68	-1.46	0.00	0.00	0.00	55.75

Segment Leq : 55.75 dBA

Total Leq All Segments: 58.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 40.60 + 0.00) = 40.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	58.13	0.00	-16.22	-1.31	0.00	0.00	0.00	40.60

Segment Leq : 40.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 37.32 + 0.00) = 37.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.83	0.00	-19.17	-1.34	0.00	0.00	0.00	37.32

Segment Leq : 37.32 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.66 !	2.66

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.34	0.00	-12.40	-0.34	0.00	0.00	-15.01	50.59

Segment Leq : 50.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	4.50 !	2.61 !	2.61

ROAD (0.00 + 47.81 + 0.00) = 47.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.09	0.00	-12.85	-0.35	0.00	0.00	-15.08	47.81

Segment Leq : 47.81 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.77 m

ROAD (0.00 + 36.58 + 0.00) = 36.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-18.96	-1.34	0.00	0.00	0.00	36.58

Segment Leq : 36.58 dBA

Results segment # 6: 401SB on ram (night)

Source height = 0.65 m

ROAD (0.00 + 38.42 + 0.00) = 38.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.42	0.00	-16.65	-1.35	0.00	0.00	0.00	38.42

Segment Leq : 38.42 dBA

Results segment # 7: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 50.45 + 0.00) = 50.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.15	0.00	-2.34	-1.35	0.00	0.00	0.00	50.45

Segment Leq : 50.45 dBA

Total Leq All Segments: 54.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.82
(NIGHT): 54.97

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 138.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 88.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 83.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 18953/1281 veh/TimePeriod *
Medium truck volume : 6/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.03
Heavy Truck % of Total Volume : 0.01
Day (16 hrs) % of Total Volume : 93.67

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB Off Rp (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 6: 401NB Off Rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB On Rp (day/night)

```

-----
Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

```

Data for Segment # 7: 401SB On Rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 77.80 / 80.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 76.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 59.03 + 0.00) = 59.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.30	0.00	-6.27	0.00	0.00	0.00	0.00	59.03

Segment Leq : 59.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.18	0.00	-9.65	0.00	0.00	0.00	0.00	52.53

Segment Leq : 52.53 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.78	2.78

ROAD (0.00 + 59.47 + 0.00) = 59.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-7.71	0.00	0.00	0.00	-14.93	59.47

Segment Leq : 59.47 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.69	2.69

ROAD (0.00 + 56.07 + 0.00) = 56.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.63	0.00	-8.51	0.00	0.00	0.00	-15.05	56.07

Segment Leq : 56.07 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 58.52 + 0.00) = 58.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-4.37	0.00	0.00	0.00	0.00	58.52

Segment Leq : 58.52 dBA

Results segment # 6: 401NB Off Rp (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.80	0.80

ROAD (0.00 + 38.73 + 0.00) = 38.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-8.91	0.00	0.00	0.00	-13.71	38.73

Segment Leq : 38.73 dBA

Results segment # 7: 401SB On Rp (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.75	0.75

ROAD (0.00 + 38.97 + 0.00) = 38.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-7.15	0.00	0.00	0.00	-13.81	38.97

Segment Leq : 38.97 dBA

Total Leq All Segments: 64.76 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-6.47	0.00	0.00	0.00	0.00	51.95

Segment Leq : 51.95 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 44.06 + 0.00) = 44.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-9.75	0.00	0.00	0.00	0.00	44.06

Segment Leq : 44.06 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 55.90 + 0.00) = 55.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.34	0.00	-7.85	0.00	0.00	0.00	-14.58	55.90

Segment Leq : 55.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.83	2.83

ROAD (0.00 + 52.69 + 0.00) = 52.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.09	0.00	-8.63	0.00	0.00	0.00	-14.76	52.69

Segment Leq : 52.69 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.15	0.00	-3.68	0.00	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: 401NB Off Rp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	4.50	0.87	0.87

ROAD (0.00 + 34.38 + 0.00) = 34.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-9.02	0.00	0.00	0.00	-13.47	34.38

Segment Leq : 34.38 dBA

Results segment # 7: 401SB On Rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.65 ! 4.50 ! 0.80 ! 0.80

ROAD (0.00 + 35.52 + 0.00) = 35.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-7.31	0.00	0.00	0.00	-13.59	35.52

Segment Leq : 35.52 dBA

Total Leq All Segments: 59.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.76
(NIGHT): 59.42

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.50 / 24.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 83.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10059/2109 veh/TimePeriod *
Medium truck volume : 977/205 veh/TimePeriod *
Heavy truck volume : 8466/1775 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23591
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.01
Heavy Truck % of Total Volume : 43.41
Day (16 hrs) % of Total Volume : 82.67

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.50 / 47.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 39.00 / 42.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9332/2064 veh/TimePeriod *
Medium truck volume : 632/140 veh/TimePeriod *
Heavy truck volume : 4597/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 31.57
Day (16 hrs) % of Total Volume : 81.89

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.50 / 65.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 57.00 / 60.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 18953/1281 veh/TimePeriod *
Medium truck volume : 6/0 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.03
Heavy Truck % of Total Volume : 0.01
Day (16 hrs) % of Total Volume : 93.67

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB off rp (day/night)

Car traffic volume : 6533/1148 veh/TimePeriod *
Medium truck volume : 41/7 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7753
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 6: 401NB off rp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 67.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB on rp (day/night)

```

-----
Car traffic volume : 5056/1130 veh/TimePeriod *
Medium truck volume : 20/5 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6223
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

```

Data for Segment # 7: 401SB on rp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.80 / 38.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 34.00 / 37.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.30	0.00	-1.56	0.00	0.00	0.00	0.00	63.73

Segment Leq : 63.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.18	0.00	-7.30	0.00	0.00	0.00	0.00	54.88

Segment Leq : 54.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.15	3.15

ROAD (0.00 + 62.95 + 0.00) = 62.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.11	0.00	-4.72	0.00	0.00	0.00	-14.44	62.95

Segment Leq : 62.95 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.91	2.91

ROAD (0.00 + 58.66 + 0.00) = 58.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.63	0.00	-6.20	0.00	0.00	0.00	-14.77	58.66

Segment Leq : 58.66 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 58.52 + 0.00) = 58.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-4.37	0.00	0.00	0.00	0.00	58.52

Segment Leq : 58.52 dBA

Results segment # 6: 401NB off rp (day)

Source height = 0.74 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.74	1.50	0.84	0.84

ROAD (0.00 + 41.14 + 0.00) = 41.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-6.61	0.00	0.00	0.00	-13.59	41.14

Segment Leq : 41.14 dBA

Results segment # 7: 401SB on rp (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.86	0.86

ROAD (0.00 + 42.65 + 0.00) = 42.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-3.78	0.00	0.00	0.00	-13.51	42.65

Segment Leq : 42.65 dBA

Total Leq All Segments: 67.87 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 1.46 m

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-2.13	0.00	0.00	0.00	0.00	56.29

 Segment Leq : 56.29 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.78 m

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-7.46	0.00	0.00	0.00	0.00	46.35

 Segment Leq : 46.35 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.45	3.45

ROAD (0.00 + 59.59 + 0.00) = 59.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.34	0.00	-5.01	0.00	0.00	0.00	-13.74	59.59

 Segment Leq : 59.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	3.14	3.14

ROAD (0.00 + 55.41 + 0.00) = 55.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.09	0.00	-6.40	0.00	0.00	0.00	-14.28	55.41

Segment Leq : 55.41 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.15	0.00	-3.68	0.00	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: 401NB off rp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	4.50	0.94	0.94

ROAD (0.00 + 36.84 + 0.00) = 36.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-6.80	0.00	0.00	0.00	-13.23	36.84

Segment Leq : 36.84 dBA

Results segment # 7: 401SB on rp (night)

Source height = 0.65 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.65 ! 4.50 ! 0.97 ! 0.97

ROAD (0.00 + 39.30 + 0.00) = 39.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-4.13	0.00	0.00	0.00	-12.99	39.30

Segment Leq : 39.30 dBA

Total Leq All Segments: 62.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.87
(NIGHT): 62.67

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-11.26	-1.46	0.00	0.00	0.00	52.58

Segment Leq : 52.58 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 45.18 + 0.00) = 45.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-15.54	-1.46	0.00	0.00	0.00	45.18

Segment Leq : 45.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.71	2.71

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.74	0.00	-10.00	-0.71	0.00	0.00	-13.40	58.64

Segment Leq : 58.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.58	2.58

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.89	0.00	-11.01	-0.71	0.00	0.00	-13.62	55.54

Segment Leq : 55.54 dBA

Total Leq All Segments: 61.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 46.18 + 0.00) = 46.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.42	0.00	-10.94	-1.30	0.00	0.00	0.00	46.18

Segment Leq : 46.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.41 + 0.00) = 37.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.81	0.00	-15.06	-1.34	0.00	0.00	0.00	37.41

Segment Leq : 37.41 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 56.17 + 0.00) = 56.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	79.14	0.00	-9.46	-0.50	0.00	0.00	-13.01	56.17

Segment Leq : 56.17 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 4.50 ! 2.72 ! 2.72

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	77.55	0.00	-10.37	-0.50	0.00	0.00	-13.30	53.38

Segment Leq : 53.38 dBA

Total Leq All Segments: 58.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.15
(NIGHT): 58.32

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 26.50 / 29.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 83.50 / 86.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.50 / 68.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 60.00 / 63.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 59.74 + 0.00) = 59.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-4.10	-1.46	0.00	0.00	0.00	59.74

Segment Leq : 59.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 48.35 + 0.00) = 48.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-12.38	-1.46	0.00	0.00	0.00	48.35

Segment Leq : 48.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.99	2.99

ROAD (0.00 + 62.70 + 0.00) = 62.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.74	0.00	-6.37	-0.71	0.00	0.00	-12.96	62.70

Segment Leq : 62.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.75	2.75

ROAD (0.00 + 58.65 + 0.00) = 58.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.89	0.00	-8.17	-0.71	0.00	0.00	-13.36	58.65

Segment Leq : 58.65 dBA

Total Leq All Segments: 65.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.42	0.00	-4.61	-1.30	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.81	0.00	-12.11	-1.34	0.00	0.00	0.00	40.36

Segment Leq : 40.36 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.28	3.28

ROAD (0.00 + 60.20 + 0.00) = 60.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	79.14	0.00	-6.24	-0.50	0.00	0.00	-12.20	60.20

Segment Leq : 60.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.32 ! 4.50 ! 2.97 ! 2.97

ROAD (0.00 + 56.41 + 0.00) = 56.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	77.55	0.00	-7.82	-0.50	0.00	0.00	-12.83	56.41

Segment Leq : 56.41 dBA

Total Leq All Segments: 62.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.57
(NIGHT): 62.24

Filename: s_jk_31b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.50 / 61.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 227.50 / 230.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 143.50 / 146.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 27723/2177 veh/TimePeriod *
Medium truck volume : 408/32 veh/TimePeriod *
Heavy truck volume : 204/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30560
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72
  
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 54.03 + 0.00) = 54.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-9.81	-1.46	0.00	0.00	0.00	54.03

Segment Leq : 54.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 41.12 + 0.00) = 41.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-19.60	-1.46	0.00	0.00	0.00	41.12

Segment Leq : 41.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 56.77 + 0.00) = 56.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.74	0.00	-11.74	-0.71	0.00	0.00	-13.52	56.77

Segment Leq : 56.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.51	2.51

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.89	0.00	-12.51	-0.71	0.00	0.00	-13.70	53.96

Segment Leq : 53.96 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.95 + 0.00) = 57.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.65	0.00	-9.23	-1.46	0.00	0.00	0.00	57.95

Segment Leq : 57.95 dBA

Total Leq All Segments: 62.08 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 46.79 + 0.00) = 46.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.42	0.00	-10.17	-1.46	0.00	0.00	0.00	46.79

Segment Leq : 46.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 32.65 + 0.00) = 32.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.81	0.00	-19.70	-1.46	0.00	0.00	0.00	32.65

Segment Leq : 32.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 53.03 + 0.00) = 53.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.14	0.00	-11.87	-0.71	0.00	0.00	-13.53	53.03

Segment Leq : 53.03 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.51 !	2.51

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	77.55	0.00	-12.62	-0.71	0.00	0.00	-13.71	50.51

Segment Leq : 50.51 dBA

Results segment # 5: Howard (night)

Source height = 0.92 m

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.60	0.00	-9.62	-1.46	0.00	0.00	0.00	49.52

Segment Leq : 49.52 dBA

Total Leq All Segments: 56.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.08
(NIGHT): 56.56

Filename: s_jk_32b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5634/574 veh/TimePeriod *
Medium truck volume : 82/8 veh/TimePeriod *
Heavy truck volume : 271/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6597
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 4.52
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.50 / 58.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7338/544 veh/TimePeriod *
Medium truck volume : 63/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 223.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 121.50 / 124.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 116.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14232/3304 veh/TimePeriod *
Medium truck volume : 833/193 veh/TimePeriod *
Heavy truck volume : 6073/1410 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26044
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 139.50 / 142.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 134.00 / 137.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 27723/2177 veh/TimePeriod *
Medium truck volume : 408/32 veh/TimePeriod *
Heavy truck volume : 204/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30560
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 54.41 + 0.00) = 54.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.30	0.00	-9.43	-1.46	0.00	0.00	0.00	54.41

Segment Leq : 54.41 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 41.35 + 0.00) = 41.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.18	0.00	-19.38	-1.46	0.00	0.00	0.00	41.35

Segment Leq : 41.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.63	2.63

ROAD (0.00 + 56.96 + 0.00) = 56.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.74	0.00	-11.57	-0.71	0.00	0.00	-13.51	56.96

Segment Leq : 56.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.52	2.52

ROAD (0.00 + 54.12 + 0.00) = 54.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.89	0.00	-12.35	-0.71	0.00	0.00	-13.70	54.12

Segment Leq : 54.12 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.95 + 0.00) = 57.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.65	0.00	-9.23	-1.46	0.00	0.00	0.00	57.95

Segment Leq : 57.95 dBA

Total Leq All Segments: 62.22 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 47.15 + 0.00) = 47.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.42	0.00	-9.81	-1.46	0.00	0.00	0.00	47.15

Segment Leq : 47.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 32.88 + 0.00) = 32.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.81	0.00	-19.47	-1.46	0.00	0.00	0.00	32.88

Segment Leq : 32.88 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.63	2.63

ROAD (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.14	0.00	-11.70	-0.71	0.00	0.00	-13.52	53.21

Segment Leq : 53.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 50.67 + 0.00) = 50.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	77.55	0.00	-12.47	-0.71	0.00	0.00	-13.70	50.67

Segment Leq : 50.67 dBA

Results segment # 5: Howard (night)

Source height = 0.92 m

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.60	0.00	-9.62	-1.46	0.00	0.00	0.00	49.52

Segment Leq : 49.52 dBA

Total Leq All Segments: 56.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.22
(NIGHT): 56.72

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12686/1139 veh/TimePeriod *
Medium truck volume : 172/15 veh/TimePeriod *
Heavy truck volume : 85/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 68.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14200/956 veh/TimePeriod *
Medium truck volume : 197/13 veh/TimePeriod *
Heavy truck volume : 99/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.50 / 246.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14052/3062 veh/TimePeriod *
Medium truck volume : 1132/247 veh/TimePeriod *
Heavy truck volume : 9696/2113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30301
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 100.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 95.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6777/1946 veh/TimePeriod *
Medium truck volume : 647/186 veh/TimePeriod *
Heavy truck volume : 5317/1527 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16399
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 113.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on ram (day/night)

Car traffic volume : 8395/1146 veh/TimePeriod *
Medium truck volume : 110/15 veh/TimePeriod *
Heavy truck volume : 55/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 87.99

Data for Segment # 5: 401NB on ram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 137.80 / 119.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 136.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 27723/2177 veh/TimePeriod *
Medium truck volume : 408/32 veh/TimePeriod *
Heavy truck volume : 204/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30560
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72

```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 58.52 + 0.00) = 58.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.11	0.00	-6.60	0.00	0.00	0.00	0.00	58.52

Segment Leq : 58.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.65	0.00	-12.45	0.00	0.00	0.00	0.00	53.21

Segment Leq : 53.21 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 65.69 + 0.00) = 65.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.74	0.00	-8.26	0.00	0.00	0.00	-8.79	65.69

Segment Leq : 65.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.54	!	2.54

ROAD (0.00 + 62.28 + 0.00) = 62.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.12	0.00	-8.98	0.00	0.00	0.00	-8.85	62.28

Segment Leq : 62.28 dBA

Results segment # 5: 401NB on ram (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.96	0.96

ROAD (0.00 + 38.17 + 0.00) = 38.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.28	0.00	-9.63	0.00	0.00	0.00	-15.49	38.17

Segment Leq : 38.17 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 59.58 + 0.00) = 59.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.65	0.00	-9.07	0.00	0.00	0.00	0.00	59.58

Segment Leq : 59.58 dBA

Total Leq All Segments: 68.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 52.42 + 0.00) = 52.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.69	0.00	-5.27	0.00	0.00	0.00	0.00	52.42

Segment Leq : 52.42 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 44.83 + 0.00) = 44.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-12.16	0.00	0.00	0.00	0.00	44.83

Segment Leq : 44.83 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 63.74 + 0.00) = 63.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-7.40	0.00	0.00	0.00	-7.99	63.74

Segment Leq : 63.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 61.22 + 0.00) = 61.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.71	0.00	-8.26	0.00	0.00	0.00	-8.22	61.22

Segment Leq : 61.22 dBA

Results segment # 5: 401NB on ram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	0.99	!	0.99

ROAD (0.00 + 33.23 + 0.00) = 33.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.58	0.00	-9.02	0.00	0.00	0.00	-15.32	33.23

Segment Leq : 33.23 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.92 m

ROAD (0.00 + 51.61 + 0.00) = 51.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.60	0.00	-8.99	0.00	0.00	0.00	0.00	51.61

Segment Leq : 51.61 dBA

Total Leq All Segments: 66.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.59
(NIGHT): 66.07

Filename: s_lm_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 16012/3441 veh/TimePeriod *
Medium truck volume : 835/179 veh/TimePeriod *
Heavy truck volume : 5895/1267 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 14768/3200 veh/TimePeriod *
Medium truck volume : 1135/246 veh/TimePeriod *
Heavy truck volume : 9603/2081 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19

```

Data for Segment # 2: Hwy 401 SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 NB (day)

Source height = 2.26 m

ROAD (0.00 + 64.50 + 0.00) = 64.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.82	0.00	-14.90	-1.42	0.00	0.00	0.00	64.50

Segment Leq : 64.50 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 67.37 + 0.00) = 67.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.72	0.00	-13.93	-1.41	0.00	0.00	0.00	67.37

Segment Leq : 67.37 dBA

Total Leq All Segments: 69.18 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.26 m

ROAD (0.00 + 61.64 + 0.00) = 61.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.15	0.00	-14.25	-1.26	0.00	0.00	0.00	61.64

Segment Leq : 61.64 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 64.48 + 0.00) = 64.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.09	0.00	-13.35	-1.25	0.00	0.00	0.00	64.48

Segment Leq : 64.48 dBA

Total Leq All Segments: 66.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.18
(NIGHT): 66.30

**APPENDIX B.4.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2A 2015**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 4915/557 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.82
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 37.94 + 0.00) = 37.94 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.23 -1.24 0.00 0.00 -13.81 37.94
-----
```

Segment Leq : 37.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 39.89 + 0.00) = 39.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-7.62	-1.24	0.00	0.00	-13.93	39.89

Segment Leq : 39.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.76 !	2.76

ROAD (0.00 + 53.45 + 0.00) = 53.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-9.68	0.00	0.00	0.00	-17.25	53.45

Segment Leq : 53.45 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.82	2.82

ROAD (0.00 + 50.89 + 0.00) = 50.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-9.05	0.00	0.00	0.00	-17.22	50.89

Segment Leq : 50.89 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.65	1.65

ROAD (0.00 + 43.73 + 0.00) = 43.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-10.33	0.00	0.00	0.00	-15.80	43.73

Segment Leq : 43.73 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.09 !	1.09

ROAD (0.00 + 38.51 + 0.00) = 38.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.61	0.00	0.00	0.00	-18.37	38.51

Segment Leq : 38.51 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.49 + 0.00) = 31.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.98	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.49

Segment Leq : 31.49 dBA

Total Leq All Segments: 55.93 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.44 !	4.44

ROAD (0.00 + 43.65 + 0.00) = 43.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-8.37	-1.07	0.00	0.00	-5.00	39.77*
-90	90	0.59	54.20	0.00	-9.21	-1.34	0.00	0.00	0.00	43.65

* Bright Zone !

Segment Leq : 43.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-6.76	-1.07	0.00	0.00	-5.00	43.78

Segment Leq : 43.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.90	!	2.90

ROAD (0.00 + 50.04 + 0.00) = 50.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-9.49	0.00	0.00	0.00	-17.14	50.04

Segment Leq : 50.04 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-8.86	0.00	0.00	0.00	-17.10	48.79

Segment Leq : 48.79 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.69	!	1.69

ROAD (0.00 + 39.65 + 0.00) = 39.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-10.16	0.00	0.00	0.00	-15.70	39.65

Segment Leq : 39.65 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.17	!	1.17

ROAD (0.00 + 32.09 + 0.00) = 32.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-8.19	0.00	0.00	0.00	-18.31	32.09

Segment Leq : 32.09 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 33.50 + 0.00) = 33.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.53	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.50

Segment Leq : 33.50 dBA

Total Leq All Segments: 53.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.93
(NIGHT): 53.74

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 4915/557 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.82
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 37.94 + 0.00) = 37.94 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.23 -1.24 0.00 0.00 -13.81 37.94
-----
```

Segment Leq : 37.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 39.89 + 0.00) = 39.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-7.62	-1.24	0.00	0.00	-13.93	39.89

Segment Leq : 39.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.82	!	2.82

ROAD (0.00 + 54.11 + 0.00) = 54.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-9.05	0.00	0.00	0.00	-17.22	54.11

Segment Leq : 54.11 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.89 !	2.89

ROAD (0.00 + 51.62 + 0.00) = 51.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-8.35	0.00	0.00	0.00	-17.19	51.62

Segment Leq : 51.62 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.59 !	1.50 !	1.66 !	1.66

ROAD (0.00 + 44.29 + 0.00) = 44.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-9.79	0.00	0.00	0.00	-15.79	44.29

Segment Leq : 44.29 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.13 ! 1.13

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-7.77	0.00	0.00	0.00	-18.35	39.37

Segment Leq : 39.37 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.56 ! 1.44

ROAD (0.00 + 31.49 + 0.00) = 31.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.98	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.49

Segment Leq : 31.49 dBA

Total Leq All Segments: 56.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	2.44	4.44

ROAD (0.00 + 43.65 + 0.00) = 43.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-8.37	-1.07	0.00	0.00	-5.00	39.77*
-90	90	0.59	54.20	0.00	-9.21	-1.34	0.00	0.00	0.00	43.65

* Bright Zone !

Segment Leq : 43.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	2.33	4.33

ROAD (0.00 + 43.56 + 0.00) = 43.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-6.90	-1.07	0.00	0.00	-5.08	43.56

Segment Leq : 43.56 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 50.67 + 0.00) = 50.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.90	0.00	0.00	0.00	-17.10	50.67

Segment Leq : 50.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.08	!	3.08

ROAD (0.00 + 49.54 + 0.00) = 49.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-8.17	0.00	0.00	0.00	-17.04	49.54

Segment Leq : 49.54 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.70	!	1.70

ROAD (0.00 + 40.24 + 0.00) = 40.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-9.60	0.00	0.00	0.00	-15.67	40.24

Segment Leq : 40.24 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.22	!	1.22

ROAD (0.00 + 32.95 + 0.00) = 32.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-7.37	0.00	0.00	0.00	-18.27	32.95

Segment Leq : 32.95 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.59 ! 3.59

ROAD (0.00 + 33.17 + 0.00) = 33.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.53	0.00	-10.49	-1.09	0.00	0.00	-5.78	33.17

Segment Leq : 33.17 dBA

Total Leq All Segments: 54.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.59
(NIGHT): 54.27

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48
    
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.55 ! 1.45
    
```

ROAD (0.00 + 37.80 + 0.00) = 37.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.96 -1.24 0.00 0.00 -13.22 37.80
-----
    
```

Segment Leq : 37.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.57	!	1.43

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-8.16	-1.24	0.00	0.00	-13.36	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.84	!	2.84

ROAD (0.00 + 54.38 + 0.00) = 54.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-8.79	0.00	0.00	0.00	-17.21	54.38

Segment Leq : 54.38 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 52.94 + 0.00) = 52.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-8.04	0.00	0.00	0.00	-17.34	52.94

Segment Leq : 52.94 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.59 !	1.50 !	1.67 !	1.67

ROAD (0.00 + 45.03 + 0.00) = 45.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-9.06	0.00	0.00	0.00	-15.77	45.03

Segment Leq : 45.03 dBA

Total Leq All Segments: 57.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-9.09	-1.07	0.00	0.00	-5.02	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.17

Segment Leq : 43.17 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.00	!	3.00

ROAD (0.00 + 50.92 + 0.00) = 50.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.67	0.00	0.00	0.00	-17.08	50.92

Segment Leq : 50.92 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.98	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 47.89 + 0.00) = 47.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.90	0.00	0.00	0.00	-17.19	47.89

Segment Leq : 47.89 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.60 ! 4.50 ! 1.72 ! 1.72

ROAD (0.00 + 40.89 + 0.00) = 40.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-8.99	0.00	0.00	0.00	-15.64	40.89

Segment Leq : 40.89 dBA

Total Leq All Segments: 53.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.15
(NIGHT): 53.54

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 37.80 + 0.00) = 37.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.96 -1.24 0.00 0.00 -13.22 37.80
-----
  
```

Segment Leq : 37.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.57	!	1.43

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-8.16	-1.24	0.00	0.00	-13.36	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.85	!	2.85

ROAD (0.00 + 54.51 + 0.00) = 54.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-8.67	0.00	0.00	0.00	-17.21	54.51

Segment Leq : 54.51 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.55 !	2.55

ROAD (0.00 + 53.09 + 0.00) = 53.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.90	0.00	0.00	0.00	-17.34	53.09

Segment Leq : 53.09 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.59 !	1.50 !	1.67 !	1.67

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-8.99	0.00	0.00	0.00	-15.76	45.11

Segment Leq : 45.11 dBA

Total Leq All Segments: 57.28 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-9.09	-1.07	0.00	0.00	-5.02	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.17

Segment Leq : 43.17 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.02 !	3.02

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.55	0.00	0.00	0.00	-17.07	51.05

Segment Leq : 51.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	4.50 !	2.75 !	2.75

ROAD (0.00 + 48.05 + 0.00) = 48.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.76	0.00	0.00	0.00	-17.18	48.05

Segment Leq : 48.05 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.60 ! 4.50 ! 1.72 ! 1.72

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.51 0.00 -8.88 0.00 0.00 0.00 -15.63 41.01
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 41.01 dBA

Total Leq All Segments: 53.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.28
(NIGHT): 53.66

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6190/503 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.49

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7277/795 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8208
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.15

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 1.50 ! 1.40 ! 1.40
  
```

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.79 0.00 -6.30 0.00 0.00 0.00 0.00 -5.04 49.45
-----
  
```

Segment Leq : 49.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	1.50	1.40	1.40

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.45	0.00	-5.31	0.00	0.00	0.00	-5.04	52.10

Segment Leq : 52.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	1.55	1.55

ROAD (0.00 + 72.21 + 0.00) = 72.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.85	0.00	-8.63	0.00	0.00	0.00	-5.00	67.22*
-90	90	0.00	80.85	0.00	-8.63	0.00	0.00	0.00	0.00	72.21

* Bright Zone !

Segment Leq : 72.21 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.98	1.50	1.54	1.54

ROAD (0.00 + 70.47 + 0.00) = 70.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.85	0.00	0.00	0.00	-5.00	65.47*
-90	90	0.00	78.32	0.00	-7.85	0.00	0.00	0.00	0.00	70.47

* Bright Zone !

Segment Leq : 70.47 dBA

Total Leq All Segments: 74.48 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	4.50	3.87	3.87

ROAD (0.00 + 46.42 + 0.00) = 46.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.92	0.00	-6.50	0.00	0.00	0.00	-0.29	46.14*
-90	90	0.00	52.92	0.00	-6.50	0.00	0.00	0.00	0.00	46.42

* Bright Zone !

Segment Leq : 46.42 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	3.62	3.62

ROAD (0.00 + 50.20 + 0.00) = 50.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.76	0.00	-5.56	0.00	0.00	0.00	-0.39	49.81*
-90	90	0.00	55.76	0.00	-5.56	0.00	0.00	0.00	0.00	50.20

* Bright Zone !

Segment Leq : 50.20 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	4.24	4.24

ROAD (0.00 + 67.90 + 0.00) = 67.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-8.75	0.00	0.00	0.00	-0.27	67.64*
-90	90	0.00	76.66	0.00	-8.75	0.00	0.00	0.00	0.00	67.90

* Bright Zone !

Segment Leq : 67.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.98 ! 4.50 ! 4.15 ! 4.15

ROAD (0.00 + 64.99 + 0.00) = 64.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.99	0.00	0.00	0.00	-0.28	64.71*
-90	90	0.00	72.98	0.00	-7.99	0.00	0.00	0.00	0.00	64.99

* Bright Zone !

Segment Leq : 64.99 dBA

Total Leq All Segments: 69.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.48
(NIGHT): 69.76

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 232.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 216.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 215.00 / 211.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.80 / 182.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 314.80 / 307.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 13443/1199 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.81

```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-12.67	-1.46	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-11.21	-1.46	0.00	0.00	0.00	49.95

Segment Leq : 49.95 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.49	2.49

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.14	0.00	-15.28	-0.71	0.00	0.00	-13.71	49.44

Segment Leq : 49.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.30	2.30

ROAD (0.00 + 46.79 + 0.00) = 46.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.51	0.00	-14.94	-0.72	0.00	0.00	-14.05	46.79

Segment Leq : 46.79 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-18.26	-1.46	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 41.03 + 0.00) = 41.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-21.94	-1.46	0.00	0.00	0.00	41.03

Segment Leq : 41.03 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.96 + 0.00) = 58.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-2.39	0.00	0.00	0.00	0.00	58.96

Segment Leq : 58.96 dBA

Total Leq All Segments: 60.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 40.54 + 0.00) = 40.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-11.51	-1.35	0.00	0.00	0.00	40.54

Segment Leq : 40.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.53 + 0.00) = 44.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.76	0.00	-9.90	-1.33	0.00	0.00	0.00	44.53

Segment Leq : 44.53 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.57	2.57

ROAD (0.00 + 45.67 + 0.00) = 45.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	73.85	0.00	-14.13	-0.50	0.00	0.00	-13.56	45.67

Segment Leq : 45.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.38	2.38

ROAD (0.00 + 41.08 + 0.00) = 41.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.27	0.00	-13.80	-0.51	0.00	0.00	-13.88	41.08

Segment Leq : 41.08 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-17.29	-1.34	0.00	0.00	0.00	39.63

Segment Leq : 39.63 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 38.68 + 0.00) = 38.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.83	0.00	-20.82	-1.33	0.00	0.00	0.00	38.68

Segment Leq : 38.68 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-2.86	0.00	0.00	0.00	0.00	51.00

Segment Leq : 51.00 dBA

Total Leq All Segments: 53.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.45
(NIGHT): 53.65

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 13443/1199 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.81
    
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 61.54 + 0.00) = 61.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.83	0.00	-3.29	0.00	0.00	0.00	0.00	61.54

Segment Leq : 61.54 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 63.10 + 0.00) = 63.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.38	0.00	-0.28	0.00	0.00	0.00	0.00	63.10

Segment Leq : 63.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.54	2.54

ROAD (0.00 + 54.89 + 0.00) = 54.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-10.61	0.00	0.00	0.00	-13.65	54.89

Segment Leq : 54.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.35	2.35

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.51	0.00	-10.16	0.00	0.00	0.00	-13.97	52.38

Segment Leq : 52.38 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 51.42 + 0.00) = 51.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.96	0.00	-9.54	0.00	0.00	0.00	0.00	51.42

Segment Leq : 51.42 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 48.71 + 0.00) = 48.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	-11.83	0.00	0.00	0.00	0.00	48.71

Segment Leq : 48.71 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-3.80	0.00	0.00	0.00	0.00	57.54

Segment Leq : 57.54 dBA

Total Leq All Segments: 66.75 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.54	0.00	-3.68	0.00	0.00	0.00	0.00	52.86

Segment Leq : 52.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 55.40 + 0.00) = 55.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-1.03	0.00	0.00	0.00	0.00	55.40

Segment Leq : 55.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.63	2.63

ROAD (0.00 + 49.73 + 0.00) = 49.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.85	0.00	-10.68	0.00	0.00	0.00	-13.45	49.73

Segment Leq : 49.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.46	2.46

ROAD (0.00 + 45.28 + 0.00) = 45.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.27	0.00	-10.24	0.00	0.00	0.00	-13.76	45.28

Segment Leq : 45.28 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.79 m

ROAD (0.00 + 46.87 + 0.00) = 46.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.50	0.00	-9.63	0.00	0.00	0.00	0.00	46.87

Segment Leq : 46.87 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 45.91 + 0.00) = 45.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.80	0.00	-11.89	0.00	0.00	0.00	0.00	45.91

Segment Leq : 45.91 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.00 + 0.00) = 52.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-1.86	0.00	0.00	0.00	0.00	52.00

Segment Leq : 52.00 dBA

Total Leq All Segments: 59.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.75
(NIGHT): 59.61

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7000/682 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5830/575 veh/TimePeriod *
Medium truck volume : 5/1 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 91.02

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.74	0.00	-7.38	0.00	0.00	0.00	0.00	53.36

Segment Leq : 53.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.06	0.00	-6.30	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.42	2.42

ROAD (0.00 + 61.87 + 0.00) = 61.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-9.12	0.00	0.00	0.00	-9.25	61.87

Segment Leq : 61.87 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.32	2.32

ROAD (0.00 + 60.34 + 0.00) = 60.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.47	0.00	0.00	0.00	-9.57	60.34

Segment Leq : 60.34 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 51.11 + 0.00) = 51.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	-9.44	0.00	0.00	0.00	0.00	51.11

Segment Leq : 51.11 dBA

Total Leq All Segments: 65.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.10 + 0.00) = 46.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.63	0.00	-7.53	0.00	0.00	0.00	0.00	46.10

Segment Leq : 46.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.99	0.00	-6.50	0.00	0.00	0.00	0.00	46.49

Segment Leq : 46.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.55	2.55

ROAD (0.00 + 58.11 + 0.00) = 58.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-9.23	0.00	0.00	0.00	-8.82	58.11

Segment Leq : 58.11 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.47 !	2.47

ROAD (0.00 + 55.59 + 0.00) = 55.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.59	0.00	0.00	0.00	-9.08	55.59

Segment Leq : 55.59 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.80	0.00	-9.54	0.00	0.00	0.00	0.00	48.26

Segment Leq : 48.26 dBA

Total Leq All Segments: 60.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.06
(NIGHT): 60.65

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.27 + 0.00) = 42.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-16.33	-1.46	0.00	0.00	0.00	42.27

Segment Leq : 42.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-15.48	-1.46	0.00	0.00	0.00	44.88

Segment Leq : 44.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.40	2.40

ROAD (0.00 + 52.83 + 0.00) = 52.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.24	0.00	-14.63	-0.85	0.00	0.00	-11.93	52.83

Segment Leq : 52.83 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.28	2.28

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	78.38	0.00	-14.12	-0.86	0.00	0.00	-12.18	51.22

Segment Leq : 51.22 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.00	0.00	-17.33	-1.46	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 55.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.33 + 0.00) = 34.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-15.88	-1.35	0.00	0.00	0.00	34.33

Segment Leq : 34.33 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.47 + 0.00) = 39.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-15.09	-1.35	0.00	0.00	0.00	39.47

Segment Leq : 39.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.48	2.48

ROAD (0.00 + 50.07 + 0.00) = 50.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.16	0.00	-13.73	-0.65	0.00	0.00	-11.71	50.07

Segment Leq : 50.07 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.38 !	2.38

ROAD (0.00 + 47.40 + 0.00) = 47.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	73.27	0.00	-13.27	-0.66	0.00	0.00	-11.95	47.40

Segment Leq : 47.40 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.42 + 0.00) = 34.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.31	0.00	-16.53	-1.35	0.00	0.00	0.00	34.42

Segment Leq : 34.42 dBA

Total Leq All Segments: 52.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.86
(NIGHT): 52.33

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-17.91	-1.46	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-17.37	-1.46	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.38	2.38

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.24	0.00	-15.74	-0.85	0.00	0.00	-11.96	51.69

Segment Leq : 51.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.26	2.26

ROAD (0.00 + 50.00 + 0.00) = 50.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	78.38	0.00	-15.30	-0.86	0.00	0.00	-12.23	50.00

Segment Leq : 50.00 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.00	0.00	-17.33	-1.46	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 54.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.83 + 0.00) = 32.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-17.38	-1.35	0.00	0.00	0.00	32.83

Segment Leq : 32.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 37.68 + 0.00) = 37.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-16.87	-1.35	0.00	0.00	0.00	37.68

Segment Leq : 37.68 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.45	2.45

ROAD (0.00 + 48.98 + 0.00) = 48.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.16	0.00	-14.75	-0.65	0.00	0.00	-11.78	48.98

Segment Leq : 48.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.34 !	2.34

ROAD (0.00 + 46.23 + 0.00) = 46.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	73.27	0.00	-14.35	-0.66	0.00	0.00	-12.04	46.23

Segment Leq : 46.23 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.42 + 0.00) = 34.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.31	0.00	-16.53	-1.35	0.00	0.00	0.00	34.42

Segment Leq : 34.42 dBA

Total Leq All Segments: 51.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.66
(NIGHT): 51.19

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.02 + 0.00) = 52.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.30	0.00	0.00	0.00	0.00	52.02

Segment Leq : 52.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 56.18 + 0.00) = 56.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.84	0.00	0.00	0.00	0.00	56.18

Segment Leq : 56.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.47	2.47

ROAD (0.00 + 59.54 + 0.00) = 59.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-8.90	0.00	0.00	0.00	-11.80	59.54

Segment Leq : 59.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.39	2.39

ROAD (0.00 + 58.20 + 0.00) = 58.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.17	0.00	0.00	0.00	-12.01	58.20

Segment Leq : 58.20 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.00 + 0.00) = 60.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00

Segment Leq : 60.00 dBA

Total Leq All Segments: 64.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.08 + 0.00) = 45.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.47	0.00	0.00	0.00	0.00	45.08

Segment Leq : 45.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-4.62	0.00	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.66	2.66

ROAD (0.00 + 56.50 + 0.00) = 56.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-8.35	0.00	0.00	0.00	-11.32	56.50

Segment Leq : 56.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.62 !	2.62

ROAD (0.00 + 54.34 + 0.00) = 54.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-7.51	0.00	0.00	0.00	-11.42	54.34

Segment Leq : 54.34 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.31	0.00	-0.79	0.00	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Total Leq All Segments: 60.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.96
(NIGHT): 60.02

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-17.91	-1.46	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-17.37	-1.46	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.38	2.38

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.24	0.00	-15.74	-0.85	0.00	0.00	-11.96	51.69

Segment Leq : 51.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.26	2.26

ROAD (0.00 + 50.00 + 0.00) = 50.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	78.38	0.00	-15.30	-0.86	0.00	0.00	-12.23	50.00

Segment Leq : 50.00 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.00	0.00	-17.33	-1.46	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 54.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.83 + 0.00) = 32.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-17.38	-1.35	0.00	0.00	0.00	32.83

Segment Leq : 32.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 37.68 + 0.00) = 37.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-16.87	-1.35	0.00	0.00	0.00	37.68

Segment Leq : 37.68 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.45	2.45

ROAD (0.00 + 48.98 + 0.00) = 48.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.16	0.00	-14.75	-0.65	0.00	0.00	-11.78	48.98

Segment Leq : 48.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.34 !	2.34

ROAD (0.00 + 46.23 + 0.00) = 46.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	73.27	0.00	-14.35	-0.66	0.00	0.00	-12.04	46.23

Segment Leq : 46.23 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.42 + 0.00) = 34.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.31	0.00	-16.53	-1.35	0.00	0.00	0.00	34.42

Segment Leq : 34.42 dBA

Total Leq All Segments: 51.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.66
(NIGHT): 51.19

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16

```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.02 + 0.00) = 52.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.30	0.00	0.00	0.00	0.00	52.02

Segment Leq : 52.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 56.18 + 0.00) = 56.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.84	0.00	0.00	0.00	0.00	56.18

Segment Leq : 56.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.47	2.47

ROAD (0.00 + 59.54 + 0.00) = 59.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-8.90	0.00	0.00	0.00	-11.80	59.54

Segment Leq : 59.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.39	2.39

ROAD (0.00 + 58.20 + 0.00) = 58.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.17	0.00	0.00	0.00	-12.01	58.20

Segment Leq : 58.20 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.00 + 0.00) = 60.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00

Segment Leq : 60.00 dBA

Total Leq All Segments: 64.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.08 + 0.00) = 45.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.47	0.00	0.00	0.00	0.00	45.08

Segment Leq : 45.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-4.62	0.00	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.66	2.66

ROAD (0.00 + 56.50 + 0.00) = 56.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-8.35	0.00	0.00	0.00	-11.32	56.50

Segment Leq : 56.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.62 !	2.62

ROAD (0.00 + 54.34 + 0.00) = 54.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-7.51	0.00	0.00	0.00	-11.42	54.34

Segment Leq : 54.34 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.31	0.00	-0.79	0.00	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Total Leq All Segments: 60.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.96
(NIGHT): 60.02

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16

```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.01 + 0.00) = 50.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-9.31	0.00	0.00	0.00	0.00	50.01

Segment Leq : 50.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 53.24 + 0.00) = 53.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-8.77	0.00	0.00	0.00	0.00	53.24

Segment Leq : 53.24 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.41	2.41

ROAD (0.00 + 57.75 + 0.00) = 57.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-10.58	0.00	0.00	0.00	-11.91	57.75

Segment Leq : 57.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.30	2.30

ROAD (0.00 + 56.12 + 0.00) = 56.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-10.10	0.00	0.00	0.00	-12.16	56.12

Segment Leq : 56.12 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.00 + 0.00) = 60.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00

Segment Leq : 60.00 dBA

Total Leq All Segments: 63.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.78 + 0.00) = 42.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-8.77	0.00	0.00	0.00	0.00	42.78

Segment Leq : 42.78 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 46.93 + 0.00) = 46.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-8.15	0.00	0.00	0.00	0.00	46.93

Segment Leq : 46.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.53	2.53

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-10.18	0.00	0.00	0.00	-11.61	54.36

Segment Leq : 54.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.14	!	4.50	!	2.44	!	2.44

ROAD (0.00 + 51.79 + 0.00) = 51.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-9.65	0.00	0.00	0.00	-11.83	51.79

Segment Leq : 51.79 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.31	0.00	-0.79	0.00	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Total Leq All Segments: 58.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.65
(NIGHT): 58.02

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.50 / 274.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 278.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 337.50 / 318.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 319.50 / 300.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 36.42 + 0.00) = 36.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-21.44	-1.46	0.00	0.00	0.00	36.42

Segment Leq : 36.42 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 39.50 + 0.00) = 39.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-21.06	-1.46	0.00	0.00	0.00	39.50

Segment Leq : 39.50 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

ROAD (0.00 + 56.69 + 0.00) = 56.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.24	0.00	-22.13	-1.42	0.00	0.00	0.00	56.69

Segment Leq : 56.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.38	0.00	-21.79	-1.42	0.00	0.00	0.00	55.16

Segment Leq : 55.16 dBA

Total Leq All Segments: 59.07 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.00 + 0.00) = 30.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-20.20	-1.35	0.00	0.00	0.00	30.00

Segment Leq : 30.00 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 33.98 + 0.00) = 33.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-19.75	-1.35	0.00	0.00	0.00	33.98

Segment Leq : 33.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-20.53	-1.26	0.00	0.00	0.00	54.37

Segment Leq : 54.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

ROAD (0.00 + 51.81 + 0.00) = 51.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.27	0.00	-20.19	-1.27	0.00	0.00	0.00	51.81

Segment Leq : 51.81 dBA

Total Leq All Segments: 56.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.07
(NIGHT): 56.32

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.50 / 376.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 378.50 / 359.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.09 + 0.00) = 35.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-22.77	-1.46	0.00	0.00	0.00	35.09

Segment Leq : 35.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-22.46	-1.46	0.00	0.00	0.00	38.10

Segment Leq : 38.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

ROAD (0.00 + 55.56 + 0.00) = 55.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.24	0.00	-23.26	-1.42	0.00	0.00	0.00	55.56

Segment Leq : 55.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.38	0.00	-23.00	-1.42	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Total Leq All Segments: 57.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.61 + 0.00) = 28.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-21.58	-1.35	0.00	0.00	0.00	28.61

Segment Leq : 28.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 32.52 + 0.00) = 32.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-21.21	-1.35	0.00	0.00	0.00	32.52

Segment Leq : 32.52 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

ROAD (0.00 + 53.25 + 0.00) = 53.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-21.65	-1.26	0.00	0.00	0.00	53.25

Segment Leq : 53.25 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

ROAD (0.00 + 50.61 + 0.00) = 50.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.27	0.00	-21.39	-1.27	0.00	0.00	0.00	50.61

Segment Leq : 50.61 dBA

Total Leq All Segments: 55.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.91
(NIGHT): 55.17

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98
    
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
    
```

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.32 0.00 -6.53 0.00 0.00 0.00 -11.15 41.64
-----
    
```

Segment Leq : 41.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.51 !	1.50 !	-1.45 !	1.05

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.44	0.00	0.00	0.00	-11.81	44.76

Segment Leq : 44.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.48 !	2.48

ROAD (0.00 + 63.98 + 0.00) = 63.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-8.67	0.00	0.00	0.00	-7.40	63.98

Segment Leq : 63.98 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.31 !	2.31

ROAD (0.00 + 62.49 + 0.00) = 62.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-7.90	0.00	0.00	0.00	-7.98	62.49

Segment Leq : 62.49 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-1.14 !	1.36

ROAD (0.00 + 38.44 + 0.00) = 38.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-9.02	0.00	0.00	0.00	-10.20	38.44

Segment Leq : 38.44 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	-1.09	1.41

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-10.62	0.00	0.00	0.00	-9.90	45.70

Segment Leq : 45.70 dBA

Total Leq All Segments: 66.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.47	2.97

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.72	0.00	0.00	0.00	-7.69	37.14

Segment Leq : 37.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.58 !	4.50 !	0.13 !	2.63

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-5.60	0.00	0.00	0.00	-8.80	40.68

Segment Leq : 40.68 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	4.50 !	2.62 !	2.62

ROAD (0.00 + 60.41 + 0.00) = 60.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-8.79	0.00	0.00	0.00	-6.90	60.41

Segment Leq : 60.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.48 !	2.48

ROAD (0.00 + 57.84 + 0.00) = 57.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.04	0.00	0.00	0.00	-7.39	57.84

Segment Leq : 57.84 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	1.61 !	4.11

ROAD (0.00 + 37.74 + 0.00) = 37.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.74	0.00	-9.13	0.00	0.00	0.00	-5.87	37.74

Segment Leq : 37.74 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.96 ! 4.46

ROAD (0.00 + 41.09 + 0.00) = 41.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-10.41	0.00	0.00	0.00	-6.55	41.09

Segment Leq : 41.09 dBA

Total Leq All Segments: 62.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.40
(NIGHT): 62.41

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.32 0.00 -6.99 0.00 0.00 0.00 -10.93 41.40
-----
  
```

Segment Leq : 41.40 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.51 !	1.50 !	-1.40 !	1.10

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.95	0.00	0.00	0.00	-11.47	44.60

Segment Leq : 44.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 63.45 + 0.00) = 63.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-9.16	0.00	0.00	0.00	-7.44	63.45

Segment Leq : 63.45 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.29 !	2.29

ROAD (0.00 + 61.82 + 0.00) = 61.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.51	0.00	0.00	0.00	-8.05	61.82

Segment Leq : 61.82 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-1.13 !	1.37

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-9.44	0.00	0.00	0.00	-10.11	38.10

Segment Leq : 38.10 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	1.50	!	-1.09	!	1.41

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-10.62	0.00	0.00	0.00	-9.90	45.70

Segment Leq : 45.70 dBA

Total Leq All Segments: 65.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	0.62	!	3.12

ROAD (0.00 + 37.09 + 0.00) = 37.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-7.16	0.00	0.00	0.00	-7.30	37.09

Segment Leq : 37.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.58	!	4.50	!	0.29	!	2.79

ROAD (0.00 + 40.71 + 0.00) = 40.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-6.16	0.00	0.00	0.00	-8.21	40.71

Segment Leq : 40.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.35	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 59.85 + 0.00) = 59.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-9.26	0.00	0.00	0.00	-6.99	59.85

Segment Leq : 59.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.44 !	2.44

ROAD (0.00 + 57.11 + 0.00) = 57.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.63	0.00	0.00	0.00	-7.53	57.11

Segment Leq : 57.11 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	1.24 !	3.74

ROAD (0.00 + 37.22 + 0.00) = 37.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.74	0.00	-9.57	0.00	0.00	0.00	-5.95	37.22

Segment Leq : 37.22 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-10.41	0.00	0.00	0.00	-5.65	41.98

Segment Leq : 41.98 dBA

Total Leq All Segments: 61.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.82
(NIGHT): 61.81

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 17.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```
-----
Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22
```

Data for Segment # 7: 401NB on rmp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.38 ! 1.38
```

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.96 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 50.72
-----
```

Segment Leq : 50.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 52.25 + 0.00) = 52.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.40	0.00	-4.77	0.00	0.00	0.00	-8.38	52.25

Segment Leq : 52.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.45 !	2.45

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-10.63	0.00	0.00	0.00	-9.14	60.28

Segment Leq : 60.28 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.48 !	2.48

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-10.13	0.00	0.00	0.00	-9.02	57.21

Segment Leq : 57.21 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-9.41	0.00	0.00	0.00	-7.61	49.20

Segment Leq : 49.20 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.46 !	1.50 !	1.49 !	1.49

ROAD (0.00 + 54.55 + 0.00) = 54.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-4.94	0.00	0.00	0.00	-7.92	54.55

Segment Leq : 54.55 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.99	0.00	0.00	0.00	-15.48	37.86

Segment Leq : 37.86 dBA

Total Leq All Segments: 63.53 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.63	3.63

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-6.43	0.00	0.00	0.00	-4.51	46.24*
-90	90	0.00	57.18	0.00	-6.43	0.00	0.00	0.00	0.00	50.74

* Bright Zone !

Segment Leq : 50.74 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.25	3.25

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.87	0.00	-5.14	0.00	0.00	0.00	-4.94	47.79*
-90	90	0.00	57.87	0.00	-5.14	0.00	0.00	0.00	0.00	52.73

* Bright Zone !

Segment Leq : 52.73 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.35	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 56.56 + 0.00) = 56.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-10.71	0.00	0.00	0.00	-8.83	56.56

Segment Leq : 56.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	4.50	!	2.58	!	2.58

ROAD (0.00 + 51.54 + 0.00) = 51.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-10.24	0.00	0.00	0.00	-8.68	51.54

Segment Leq : 51.54 dBA

Results segment # 5: Howard Ave (night)

 Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.07	4.07

ROAD (0.00 + 48.54 + 0.00) = 48.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-9.51	0.00	0.00	0.00	-3.52	45.02*
-90	90	0.00	58.05	0.00	-9.51	0.00	0.00	0.00	0.00	48.54

* Bright Zone !

Segment Leq : 48.54 dBA

Results segment # 6: 401NB offrmp (night)

 Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	4.50	3.71	3.71

ROAD (0.00 + 58.03 + 0.00) = 58.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-5.21	0.00	0.00	0.00	-4.17	53.87*
-90	90	0.00	63.25	0.00	-5.21	0.00	0.00	0.00	0.00	58.03

* Bright Zone !

Segment Leq : 58.03 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 1.00 ! 1.00

ROAD (0.00 + 32.23 + 0.00) = 32.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-10.08	0.00	0.00	0.00	-15.34	32.23

Segment Leq : 32.23 dBA

Total Leq All Segments: 62.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.53
(NIGHT): 62.07

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5272/643 veh/TimePeriod *
Medium truck volume : 309/38 veh/TimePeriod *
Heavy truck volume : 2574/314 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9149
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.79
Heavy Truck % of Total Volume : 31.56
Day (16 hrs) % of Total Volume : 89.13

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7854/1916 veh/TimePeriod *
Medium truck volume : 98/24 veh/TimePeriod *
Heavy truck volume : 49/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9952
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.22
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 80.39

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 7967/1754 veh/TimePeriod *
Medium truck volume : 141/31 veh/TimePeriod *
Heavy truck volume : 375/83 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10350
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 81.96
  
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 50.13 + 0.00) = 50.13 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.96 0.00 -6.30 0.00 0.00 0.00 0.00 -8.52 50.13
-----
  
```

Segment Leq : 50.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	1.31 !	1.31

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.40	0.00	-4.28	-1.17	0.00	0.00	-9.36	50.59

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 57.89 + 0.00) = 57.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.08	0.00	-11.24	0.00	0.00	0.00	-7.96	57.89

Segment Leq : 57.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	1.54	1.54

ROAD (0.00 + 57.55 + 0.00) = 57.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-10.85	0.00	0.00	0.00	-7.95	57.55

Segment Leq : 57.55 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	1.50	1.47	1.47

ROAD (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.92	0.00	-11.37	0.00	0.00	0.00	-8.13	43.42

Segment Leq : 43.42 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.46 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 49.98 + 0.00) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-9.30	0.00	0.00	0.00	-8.13	49.98

Segment Leq : 49.98 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-6.35	0.00	0.00	0.00	-8.52	48.46

Segment Leq : 48.46 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	1.50	1.50	1.50

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-12.65	0.00	0.00	0.00	-8.04	46.11

Segment Leq : 46.11 dBA

Total Leq All Segments: 62.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.86	3.86

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-6.50	0.00	0.00	0.00	-3.71	46.97*
-90	90	0.00	57.18	0.00	-6.50	0.00	0.00	0.00	0.00	50.68

* Bright Zone !

Segment Leq : 50.68 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.04	3.04

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.87	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.26

Segment Leq : 47.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	4.36	4.36

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.96	0.00	-11.30	0.00	0.00	0.00	-1.56	58.09*
-90	90	0.00	70.96	0.00	-11.30	0.00	0.00	0.00	0.00	59.66

* Bright Zone !

Segment Leq : 59.66 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	4.35	4.35

ROAD (0.00 + 59.54 + 0.00) = 59.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-10.92	0.00	0.00	0.00	-1.60	57.94*
-90	90	0.00	70.46	0.00	-10.92	0.00	0.00	0.00	0.00	59.54

* Bright Zone !

Segment Leq : 59.54 dBA

Results segment # 5: 401SB offrmp (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.27	4.27

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	-2.11	46.27*
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	0.00	48.38

* Bright Zone !

Segment Leq : 48.38 dBA

Results segment # 6: 401NB offrmp (night)

 Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	4.50	4.20	4.20

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-9.41	0.00	0.00	0.00	-2.45	51.39*
-90	90	0.00	63.25	0.00	-9.41	0.00	0.00	0.00	0.00	53.84

* Bright Zone !

Segment Leq : 53.84 dBA

Results segment # 7: 401NB on rmp (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.81	3.81

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-6.55	0.00	0.00	0.00	-3.95	47.15*
-90	90	0.00	57.65	0.00	-6.55	0.00	0.00	0.00	0.00	51.10

* Bright Zone !

Segment Leq : 51.10 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.45 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 50.55 + 0.00) = 50.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.24	0.00	-12.69	0.00	0.00	0.00	-1.64	48.91*
-90	90	0.00	63.24	0.00	-12.69	0.00	0.00	0.00	0.00	50.55

* Bright Zone !

Segment Leq : 50.55 dBA

Total Leq All Segments: 64.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.13
(NIGHT): 64.06

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12025/2465 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3969/813 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19958
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 23.96
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```
-----
Car traffic volume : 11300/2364 veh/TimePeriod *
Medium truck volume : 712/149 veh/TimePeriod *
Heavy truck volume : 5823/1218 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 21565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.99
Heavy Truck % of Total Volume : 32.65
Day (16 hrs) % of Total Volume : 82.70
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.21 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 1.50 ! 1.64 ! 1.64
```

ROAD (0.00 + 60.71 + 0.00) = 60.71 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 79.15 0.00 -10.26 -1.09 0.00 0.00 -7.09 60.71
-----
```

Segment Leq : 60.71 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.39	1.50	1.72	1.72

ROAD (0.00 + 63.79 + 0.00) = 63.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.62	0.00	-8.73	-1.08	0.00	0.00	-7.01	63.79

Segment Leq : 63.79 dBA

Total Leq All Segments: 65.53 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	4.12	4.12

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	75.28	0.00	-9.85	-0.91	0.00	0.00	-2.65	61.87*
-90	90	0.55	75.28	0.00	-11.17	-1.26	0.00	0.00	0.00	62.84

* Bright Zone !

Segment Leq : 62.84 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.39 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.39	!	4.50	!	3.90	!	3.90

ROAD (0.00 + 65.96 + 0.00) = 65.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.83	0.00	-8.48	-0.90	0.00	0.00	-3.93	63.53*
-90	90	0.54	76.83	0.00	-9.62	-1.25	0.00	0.00	0.00	65.96

* Bright Zone !

Segment Leq : 65.96 dBA

Total Leq All Segments: 67.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.53
(NIGHT): 67.68

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.77 + 0.00) = 61.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.39	0.00	-17.65	-0.97	0.00	0.00	0.00	61.77

Segment Leq : 61.77 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.16 + 0.00) = 58.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.16	0.00	-18.03	-0.97	0.00	0.00	0.00	58.16

Segment Leq : 58.16 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-23.28	-1.46	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.63	-1.46	0.00	0.00	0.00	49.28

Segment Leq : 49.28 dBA

Total Leq All Segments: 64.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.33 + 0.00) = 59.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.67	0.00	-16.57	-0.78	0.00	0.00	0.00	59.33

Segment Leq : 59.33 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 57.05 + 0.00) = 57.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.75	0.00	-16.92	-0.78	0.00	0.00	0.00	57.05

Segment Leq : 57.05 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.87 + 0.00) = 44.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.87

Segment Leq : 44.87 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.49	-1.31	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Total Leq All Segments: 61.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.19
(NIGHT): 61.73

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1062/325 veh/TimePeriod *
Medium truck volume : 55/17 veh/TimePeriod *
Heavy truck volume : 551/169 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2178
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 33.02
Day (16 hrs) % of Total Volume : 76.55

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 10686/2017 veh/TimePeriod *
Medium truck volume : 195/37 veh/TimePeriod *
Heavy truck volume : 712/134 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13781
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 6.14
Day (16 hrs) % of Total Volume : 84.12

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 16967/1429 veh/TimePeriod *
Medium truck volume : 479/40 veh/TimePeriod *
Heavy truck volume : 239/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19175
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.71
Heavy Truck % of Total Volume : 1.35
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 814/407 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 166/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 16.65
Day (16 hrs) % of Total Volume : 66.66

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.68 + 0.00) = 62.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.39	0.00	-16.74	-0.97	0.00	0.00	0.00	62.68

Segment Leq : 62.68 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.04 + 0.00) = 59.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.16	0.00	-17.15	-0.97	0.00	0.00	0.00	59.04

Segment Leq : 59.04 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 43.33 + 0.00) = 43.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	66.87	0.00	-22.13	-1.41	0.00	0.00	0.00	43.33

Segment Leq : 43.33 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 51.07 + 0.00) = 51.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.11	0.00	-16.86	-1.19	0.00	0.00	0.00	51.07

Segment Leq : 51.07 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.08 m

ROAD (0.00 + 62.18 + 0.00) = 62.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.75	0.00	-5.56	0.00	0.00	0.00	0.00	62.18

Segment Leq : 62.18 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.02 m

ROAD (0.00 + 36.96 + 0.00) = 36.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.65	0.00	-22.26	-1.43	0.00	0.00	0.00	36.96

Segment Leq : 36.96 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-23.28	-1.46	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.63	-1.46	0.00	0.00	0.00	49.28

Segment Leq : 49.28 dBA

Total Leq All Segments: 66.93 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.17 + 0.00) = 60.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.67	0.00	-15.72	-0.78	0.00	0.00	0.00	60.17

Segment Leq : 60.17 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 57.86 + 0.00) = 57.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.75	0.00	-16.11	-0.78	0.00	0.00	0.00	57.86

Segment Leq : 57.86 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 42.53 + 0.00) = 42.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	64.75	0.00	-20.97	-1.25	0.00	0.00	0.00	42.53

Segment Leq : 42.53 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 47.92 + 0.00) = 47.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	64.87	0.00	-15.94	-1.02	0.00	0.00	0.00	47.92

Segment Leq : 47.92 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.08 m

ROAD (0.00 + 54.20 + 0.00) = 54.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	-5.80	0.00	0.00	0.00	0.00	54.20

Segment Leq : 54.20 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.02 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-21.10	-1.27	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.87 + 0.00) = 44.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.87

Segment Leq : 44.87 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.49	-1.31	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Total Leq All Segments: 63.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.93
(NIGHT): 63.28

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 35.73 + 0.00) = 35.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-25.03	-1.46	0.00	0.00	0.00	35.73

Segment Leq : 35.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 36.00 + 0.00) = 36.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-25.22	-1.46	0.00	0.00	0.00	36.00

Segment Leq : 36.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.06 + 0.00) = 61.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.39	0.00	-17.91	-1.41	0.00	0.00	0.00	61.06

Segment Leq : 61.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.16	0.00	-18.56	-1.41	0.00	0.00	0.00	57.18

Segment Leq : 57.18 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-22.08	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-22.50	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-23.55	-1.45	0.00	0.00	0.00	44.85

Segment Leq : 44.85 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 41.69 + 0.00) = 41.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-21.83	-1.46	0.00	0.00	0.00	41.69

Segment Leq : 41.69 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 39.88 + 0.00) = 39.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-24.16	-1.46	0.00	0.00	0.00	39.88

Segment Leq : 39.88 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 63.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 28.96 + 0.00) = 28.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-23.90	-1.34	0.00	0.00	0.00	28.96

Segment Leq : 28.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 31.15 + 0.00) = 31.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-24.13	-1.34	0.00	0.00	0.00	31.15

Segment Leq : 31.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 58.90 + 0.00) = 58.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.67	0.00	-16.52	-1.25	0.00	0.00	0.00	58.90

Segment Leq : 58.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 56.32 + 0.00) = 56.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-17.17	-1.25	0.00	0.00	0.00	56.32

Segment Leq : 56.32 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.25 + 0.00) = 46.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-20.73	-1.31	0.00	0.00	0.00	46.25

Segment Leq : 46.25 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.46 + 0.00) = 44.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-21.20	-1.31	0.00	0.00	0.00	44.46

Segment Leq : 44.46 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 42.05 + 0.00) = 42.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-22.17	-1.30	0.00	0.00	0.00	42.05

Segment Leq : 42.05 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 35.52 + 0.00) = 35.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.51	0.00	-20.66	-1.33	0.00	0.00	0.00	35.52

Segment Leq : 35.52 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 34.23 + 0.00) = 34.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-23.02	-1.33	0.00	0.00	0.00	34.23

Segment Leq : 34.23 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 61.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.53
(NIGHT): 61.26

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: ECR rmp 2401 (day/night)

Car traffic volume : 814/407 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 166/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 16.65
Day (16 hrs) % of Total Volume : 66.66

Data for Segment # 5: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 8: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Spring Garde (day/night)

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-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 9: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	0.00	-1.46	0.00	0.00	0.00	55.61

Segment Leq : 55.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 35.98 + 0.00) = 35.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-25.24	-1.46	0.00	0.00	0.00	35.98

Segment Leq : 35.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.85 + 0.00) = 65.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.39	0.00	-13.13	-1.41	0.00	0.00	0.00	65.85

Segment Leq : 65.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.40 + 0.00) = 61.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.16	0.00	-14.35	-1.41	0.00	0.00	0.00	61.40

Segment Leq : 61.40 dBA

Results segment # 5: ECR rmp 2401 (day)

Source height = 2.02 m

ROAD (0.00 + 43.23 + 0.00) = 43.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.65	0.00	-15.99	-1.43	0.00	0.00	0.00	43.23

Segment Leq : 43.23 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.75 + 0.00) = 51.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-22.83	-1.46	0.00	0.00	0.00	51.75

Segment Leq : 51.75 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.24	-1.46	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-23.39	-1.45	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 9: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 67.78 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-1.27	-1.35	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 31.03 + 0.00) = 31.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-24.24	-1.34	0.00	0.00	0.00	31.03

Segment Leq : 31.03 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.81 + 0.00) = 62.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.67	0.00	-12.61	-1.25	0.00	0.00	0.00	62.81

Segment Leq : 62.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.76 + 0.00) = 59.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-13.74	-1.25	0.00	0.00	0.00	59.76

Segment Leq : 59.76 dBA

Results segment # 5: ECR rmp 2401 (night)

Source height = 2.02 m

ROAD (0.00 + 44.11 + 0.00) = 44.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-15.26	-1.27	0.00	0.00	0.00	44.11

Segment Leq : 44.11 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-21.69	-1.31	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.54 + 0.00) = 43.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.13	-1.31	0.00	0.00	0.00	43.54

Segment Leq : 43.54 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 42.69 + 0.00) = 42.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-21.53	-1.30	0.00	0.00	0.00	42.69

Segment Leq : 42.69 dBA

Results segment # 9: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.08 + 0.00) = 42.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-5.89	-1.35	0.00	0.00	0.00	42.08

Segment Leq : 42.08 dBA

Total Leq All Segments: 64.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.78
(NIGHT): 64.80

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-21.74	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-22.11	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.39	0.00	-11.38	-0.42	0.00	0.00	-16.07	52.52

Segment Leq : 52.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.16	0.00	-11.99	-0.42	0.00	0.00	-16.09	48.66

Segment Leq : 48.66 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-24.11	-1.46	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.48 + 0.00) = 48.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-24.44	-1.46	0.00	0.00	0.00	48.48

Segment Leq : 48.48 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 50.82 + 0.00) = 50.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-17.59	-1.45	0.00	0.00	0.00	50.82

Segment Leq : 50.82 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 40.15 + 0.00) = 40.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-23.37	-1.46	0.00	0.00	0.00	40.15

Segment Leq : 40.15 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-19.35	-1.46	0.00	0.00	0.00	44.68

Segment Leq : 44.68 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 58.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-20.74	-1.34	0.00	0.00	0.00	32.12

Segment Leq : 32.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.14 + 0.00) = 34.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-21.13	-1.34	0.00	0.00	0.00	34.14

Segment Leq : 34.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 49.98 + 0.00) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.67	0.00	-10.58	-0.18	0.00	0.00	-15.93	49.98

Segment Leq : 49.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 47.49 + 0.00) = 47.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.75	0.00	-11.11	-0.18	0.00	0.00	-15.97	47.49

Segment Leq : 47.49 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.89	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-23.25	-1.31	0.00	0.00	0.00	42.41

Segment Leq : 42.41 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-16.52	-1.30	0.00	0.00	0.00	47.70

Segment Leq : 47.70 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 33.87 + 0.00) = 33.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.51	0.00	-22.31	-1.33	0.00	0.00	0.00	33.87

Segment Leq : 33.87 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 38.84 + 0.00) = 38.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-18.41	-1.33	0.00	0.00	0.00	38.84

Segment Leq : 38.84 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 55.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.40
(NIGHT): 55.09

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-21.74	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-22.11	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.39	0.00	-6.46	-0.42	0.00	0.00	-15.69	57.81

Segment Leq : 57.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.16	0.00	-7.82	-0.42	0.00	0.00	-15.84	53.08

Segment Leq : 53.08 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-24.11	-1.46	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.48 + 0.00) = 48.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-24.44	-1.46	0.00	0.00	0.00	48.48

Segment Leq : 48.48 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 51.38 + 0.00) = 51.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-17.03	-1.45	0.00	0.00	0.00	51.38

Segment Leq : 51.38 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.21 + 0.00) = 38.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.04	0.00	-23.37	-1.46	0.00	0.00	0.00	38.21

Segment Leq : 38.21 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 45.41 + 0.00) = 45.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-18.63	-1.46	0.00	0.00	0.00	45.41

Segment Leq : 45.41 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 61.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-20.74	-1.34	0.00	0.00	0.00	32.12

Segment Leq : 32.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.14 + 0.00) = 34.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-21.13	-1.34	0.00	0.00	0.00	34.14

Segment Leq : 34.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 55.03 + 0.00) = 55.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.67	0.00	-6.12	-0.18	0.00	0.00	-15.34	55.03

Segment Leq : 55.03 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.75	0.00	-7.40	-0.18	0.00	0.00	-15.54	51.63

Segment Leq : 51.63 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.89	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-23.25	-1.31	0.00	0.00	0.00	42.41

Segment Leq : 42.41 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 48.24 + 0.00) = 48.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-15.97	-1.30	0.00	0.00	0.00	48.24

Segment Leq : 48.24 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 31.80 + 0.00) = 31.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.57	0.00	-22.44	-1.33	0.00	0.00	0.00	31.80

Segment Leq : 31.80 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.54 + 0.00) = 39.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-17.71	-1.33	0.00	0.00	0.00	39.54

Segment Leq : 39.54 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 58.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.02
(NIGHT): 58.06

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 42.85 + 0.00) = 42.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-17.91	-1.46	0.00	0.00	0.00	42.85

Segment Leq : 42.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-18.42	-1.46	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.77	2.77

ROAD (0.00 + 49.98 + 0.00) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	77.16	0.00	-9.84	-0.10	0.00	0.00	-17.24	49.98

Segment Leq : 49.98 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.83	2.83

ROAD (0.00 + 53.88 + 0.00) = 53.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.39	0.00	-9.20	-0.10	0.00	0.00	-17.22	53.88

Segment Leq : 53.88 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.70	1.70

ROAD (0.00 + 46.57 + 0.00) = 46.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-7.57	0.00	0.00	0.00	-15.71	46.57

Segment Leq : 46.57 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	1.05	1.05

ROAD (0.00 + 37.28 + 0.00) = 37.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-9.82	0.00	0.00	0.00	-18.40	37.28

Segment Leq : 37.28 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 57.92 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 36.07 + 0.00) = 36.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-16.80	-1.34	0.00	0.00	0.00	36.07

Segment Leq : 36.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.79 + 0.00) = 37.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-17.48	-1.34	0.00	0.00	0.00	37.79

Segment Leq : 37.79 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 48.55 + 0.00) = 48.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-9.08	0.00	0.00	0.00	-17.11	48.55

Segment Leq : 48.55 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 51.23 + 0.00) = 51.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.39	0.00	0.00	0.00	-17.06	51.23

Segment Leq : 51.23 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.79	!	1.79

ROAD (0.00 + 43.27 + 0.00) = 43.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-6.80	0.00	0.00	0.00	-15.45	43.27

Segment Leq : 43.27 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.11 !	1.11

ROAD (0.00 + 30.87 + 0.00) = 30.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-9.37	0.00	0.00	0.00	-18.35	30.87

Segment Leq : 30.87 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 55.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.92
(NIGHT): 55.01

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

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Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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* Refers to calculated road volumes based on the following input:

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24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Lamont Ave. (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 42.85 + 0.00) = 42.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-17.91	-1.46	0.00	0.00	0.00	42.85

Segment Leq : 42.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-18.42	-1.46	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.86	!	2.86

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	77.16	0.00	-8.92	-0.10	0.00	0.00	-17.20	50.94

Segment Leq : 50.94 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 55.07 + 0.00) = 55.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.39	0.00	-8.06	-0.10	0.00	0.00	-17.16	55.07

Segment Leq : 55.07 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.74	1.74

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-6.22	0.00	0.00	0.00	-15.64	48.00

Segment Leq : 48.00 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	1.08	1.08

ROAD (0.00 + 38.16 + 0.00) = 38.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.95	0.00	0.00	0.00	-18.38	38.16

Segment Leq : 38.16 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 58.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 36.07 + 0.00) = 36.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-16.80	-1.34	0.00	0.00	0.00	36.07

Segment Leq : 36.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.79 + 0.00) = 37.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-17.48	-1.34	0.00	0.00	0.00	37.79

Segment Leq : 37.79 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.13	3.13

ROAD (0.00 + 49.89 + 0.00) = 49.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-7.85	0.00	0.00	0.00	-17.00	49.89

Segment Leq : 49.89 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.29	!	3.29

ROAD (0.00 + 52.82 + 0.00) = 52.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-6.96	0.00	0.00	0.00	-16.90	52.82

Segment Leq : 52.82 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.91	!	1.91

ROAD (0.00 + 45.44 + 0.00) = 45.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-4.85	0.00	0.00	0.00	-15.23	45.44

Segment Leq : 45.44 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.16	!	1.16

ROAD (0.00 + 31.91 + 0.00) = 31.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-8.36	0.00	0.00	0.00	-18.31	31.91

Segment Leq : 31.91 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 56.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.69
(NIGHT): 56.19

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```
-----
Car traffic volume : 4260/399 veh/TimePeriod *
Medium truck volume : 34/3 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 4714
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.43
```

Data for Segment # 5: Lambton Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! 1.47 ! 1.47
```

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 62.22 0.00 -13.98 -1.33 0.00 0.00 -5.01 41.89
-----
```

Segment Leq : 41.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 41.42 + 0.00) = 41.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.68	0.00	-14.91	-1.34	0.00	0.00	-5.01	41.42

Segment Leq : 41.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	2.46	!	2.46

ROAD (0.00 + 61.04 + 0.00) = 61.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	80.85	0.00	-9.65	-0.98	0.00	0.00	-9.18	61.04

Segment Leq : 61.04 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.20 !	2.20

ROAD (0.00 + 56.41 + 0.00) = 56.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	78.32	0.00	-10.97	-0.99	0.00	0.00	-9.95	56.41

Segment Leq : 56.41 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-3.01	0.00	0.00	0.00	-5.09	49.61

Segment Leq : 49.61 dBA

Total Leq All Segments: 62.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	4.40	4.40

ROAD (0.00 + 39.05 + 0.00) = 39.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	54.20	0.00	-13.02	-1.17	0.00	0.00	-0.07	39.94*
-90	90	0.59	54.20	0.00	-13.81	-1.34	0.00	0.00	0.00	39.05

* Bright Zone !

Segment Leq : 39.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	4.41	4.41

ROAD (0.00 + 40.51 + 0.00) = 40.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.61	0.00	-13.92	-1.18	0.00	0.00	-0.07	41.45*
-90	90	0.59	56.61	0.00	-14.76	-1.34	0.00	0.00	0.00	40.51

* Bright Zone !

Segment Leq : 40.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	2.71 !	2.71

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	76.66	0.00	-8.79	-0.79	0.00	0.00	-8.34	58.73

Segment Leq : 58.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	4.50 !	2.39 !	2.39

ROAD (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	72.98	0.00	-10.08	-0.80	0.00	0.00	-9.33	52.78

Segment Leq : 52.78 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.84	!	4.50	!	5.72	!	5.72

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.62	0.00	-0.79	0.00	0.00	0.00	99.00	148.82
-90	90	0.00	50.62	0.00	-0.79	0.00	0.00	0.00	0.00	49.82

* Bright Zone !

Segment Leq : 49.82 dBA

Total Leq All Segments: 60.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.62
(NIGHT): 60.22

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6190/503 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.49

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7277/795 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8208
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.15

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4260/399 veh/TimePeriod *
Medium truck volume : 34/3 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4714
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.43
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.79 0.00 -7.97 0.00 0.00 0.00 -10.36 42.46
-----
  
```

Segment Leq : 42.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.45	0.00	-8.61	0.00	0.00	0.00	-10.26	43.58

Segment Leq : 43.58 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.35 !	2.35

ROAD (0.00 + 75.41 + 0.00) = 75.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.85	0.00	-5.44	0.00	0.00	0.00	-4.55	70.85*
-90	90	0.00	80.85	0.00	-5.44	0.00	0.00	0.00	0.00	75.41

* Bright Zone !

Segment Leq : 75.41 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.98	1.50	2.10	2.10

ROAD (0.00 + 71.60 + 0.00) = 71.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-6.72	0.00	0.00	0.00	-4.97	66.64*
-90	90	0.00	78.32	0.00	-6.72	0.00	0.00	0.00	0.00	71.60

* Bright Zone !

Segment Leq : 71.60 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	1.50	-0.60	1.40

ROAD (0.00 + 41.03 + 0.00) = 41.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-6.09	0.00	0.00	0.00	-10.59	41.03

Segment Leq : 41.03 dBA

Total Leq All Segments: 76.93 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.67 !	4.50 !	2.25 !	4.25

ROAD (0.00 + 45.09 + 0.00) = 45.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.92	0.00	-7.83	0.00	0.00	0.00	-4.44	40.65*
-90	90	0.00	52.92	0.00	-7.83	0.00	0.00	0.00	0.00	45.09

* Bright Zone !

Segment Leq : 45.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.29 !	4.29

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.76	0.00	-8.49	0.00	0.00	0.00	-4.31	42.96*
-90	90	0.00	55.76	0.00	-8.49	0.00	0.00	0.00	0.00	47.27

* Bright Zone !

Segment Leq : 47.27 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.69	2.69

ROAD (0.00 + 71.47 + 0.00) = 71.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-5.19	0.00	0.00	0.00	-2.89	68.58*
-90	90	0.00	76.66	0.00	-5.19	0.00	0.00	0.00	0.00	71.47

* Bright Zone !

Segment Leq : 71.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.98	4.50	2.35	2.35

ROAD (0.00 + 66.45 + 0.00) = 66.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-6.53	0.00	0.00	0.00	-4.57	61.88*
-90	90	0.00	72.98	0.00	-6.53	0.00	0.00	0.00	0.00	66.45

* Bright Zone !

Segment Leq : 66.45 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.84	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.31 + 0.00) = 39.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.62	0.00	-6.30	0.00	0.00	0.00	-5.00	39.31

Segment Leq : 39.31 dBA

Total Leq All Segments: 72.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.93
(NIGHT): 72.68

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10

```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 41.90 + 0.00) = 41.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-17.95	-1.46	0.00	0.00	0.00	41.90

Segment Leq : 41.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 42.56 + 0.00) = 42.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-18.60	-1.46	0.00	0.00	0.00	42.56

Segment Leq : 42.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

ROAD (0.00 + 65.89 + 0.00) = 65.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.14	0.00	-11.83	-1.41	0.00	0.00	0.00	65.89

Segment Leq : 65.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

ROAD (0.00 + 61.68 + 0.00) = 61.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	76.51	0.00	-13.40	-1.42	0.00	0.00	0.00	61.68

Segment Leq : 61.68 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-13.95	-1.46	0.00	0.00	0.00	47.77

Segment Leq : 47.77 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 52.31 + 0.00) = 52.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-10.66	-1.46	0.00	0.00	0.00	52.31

Segment Leq : 52.31 dBA

Total Leq All Segments: 67.50 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.40	0.00	-17.87	-1.46	0.00	0.00	0.00	34.07

Segment Leq : 34.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 35.81 + 0.00) = 35.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.76	0.00	-18.49	-1.46	0.00	0.00	0.00	35.81

Segment Leq : 35.81 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	73.85	0.00	-11.56	-1.41	0.00	0.00	0.00	60.88

Segment Leq : 60.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	69.27	0.00	-13.11	-1.42	0.00	0.00	0.00	54.74

Segment Leq : 54.74 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 43.14 + 0.00) = 43.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.26	0.00	-13.66	-1.46	0.00	0.00	0.00	43.14

Segment Leq : 43.14 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.83	0.00	-10.21	-1.46	0.00	0.00	0.00	49.16

Segment Leq : 49.16 dBA

Total Leq All Segments: 62.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.50
(NIGHT): 62.13

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 19679/1586 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.54

```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 36.79 + 0.00) = 36.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-23.07	-1.46	0.00	0.00	0.00	36.79

Segment Leq : 36.79 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 37.76 + 0.00) = 37.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-23.40	-1.46	0.00	0.00	0.00	37.76

Segment Leq : 37.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	1.50 !	2.51 !	2.51

ROAD (0.00 + 50.27 + 0.00) = 50.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.14	0.00	-14.48	-0.71	0.00	0.00	-13.68	50.27

Segment Leq : 50.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.17 !	1.50 !	2.30 !	2.30

ROAD (0.00 + 46.71 + 0.00) = 46.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.51	0.00	-15.02	-0.72	0.00	0.00	-14.05	46.71

Segment Leq : 46.71 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 41.02 + 0.00) = 41.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-20.70	-1.46	0.00	0.00	0.00	41.02

Segment Leq : 41.02 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-16.73	-1.46	0.00	0.00	0.00	46.24

Segment Leq : 46.24 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.04 + 0.00) = 58.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.00	0.00	-4.96	0.00	0.00	0.00	0.00	58.04

Segment Leq : 58.04 dBA

Total Leq All Segments: 59.32 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 29.94 + 0.00) = 29.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-22.12	-1.35	0.00	0.00	0.00	29.94

Segment Leq : 29.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 32.13 + 0.00) = 32.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.76	0.00	-22.29	-1.33	0.00	0.00	0.00	32.13

Segment Leq : 32.13 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.60	2.60

ROAD (0.00 + 46.56 + 0.00) = 46.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	73.85	0.00	-13.30	-0.50	0.00	0.00	-13.50	46.56

Segment Leq : 46.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.38	2.38

ROAD (0.00 + 41.05 + 0.00) = 41.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.27	0.00	-13.82	-0.51	0.00	0.00	-13.89	41.05

Segment Leq : 41.05 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 37.19 + 0.00) = 37.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-19.72	-1.34	0.00	0.00	0.00	37.19

Segment Leq : 37.19 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 43.87 + 0.00) = 43.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.83	0.00	-15.62	-1.33	0.00	0.00	0.00	43.87

Segment Leq : 43.87 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.07	0.00	-2.22	0.00	0.00	0.00	0.00	52.86

Segment Leq : 52.86 dBA

Total Leq All Segments: 54.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.32
(NIGHT): 54.52

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 212.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 19679/1586 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.54

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 40.08 + 0.00) = 40.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.83	0.00	-23.30	-1.46	0.00	0.00	0.00	40.08

Segment Leq : 40.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.38	0.00	-23.65	-1.46	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.51	2.51

ROAD (0.00 + 49.94 + 0.00) = 49.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.14	0.00	-14.79	-0.71	0.00	0.00	-13.69	49.94

Segment Leq : 49.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.29	2.29

ROAD (0.00 + 46.44 + 0.00) = 46.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.51	0.00	-15.28	-0.72	0.00	0.00	-14.06	46.44

Segment Leq : 46.44 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.84 + 0.00) = 54.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.00	0.00	-6.70	-1.46	0.00	0.00	0.00	54.84

Segment Leq : 54.84 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.96	0.00	-21.04	-1.46	0.00	0.00	0.00	38.46

Segment Leq : 38.46 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 42.84 + 0.00) = 42.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.55	0.00	-16.25	-1.46	0.00	0.00	0.00	42.84

Segment Leq : 42.84 dBA

Total Leq All Segments: 56.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.19 + 0.00) = 33.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.54	0.00	-22.02	-1.33	0.00	0.00	0.00	33.19

Segment Leq : 33.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 32.77 + 0.00) = 32.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.42	0.00	-22.32	-1.34	0.00	0.00	0.00	32.77

Segment Leq : 32.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	4.50 !	2.60 !	2.60

ROAD (0.00 + 46.50 + 0.00) = 46.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	73.85	0.00	-13.35	-0.50	0.00	0.00	-13.50	46.50

Segment Leq : 46.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.17 !	4.50 !	2.38 !	2.38

ROAD (0.00 + 41.00 + 0.00) = 41.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.27	0.00	-13.87	-0.51	0.00	0.00	-13.89	41.00

Segment Leq : 41.00 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.07	0.00	-4.08	-1.35	0.00	0.00	0.00	49.63

Segment Leq : 49.63 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.79 m

ROAD (0.00 + 35.37 + 0.00) = 35.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.50	0.00	-19.79	-1.34	0.00	0.00	0.00	35.37

Segment Leq : 35.37 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 41.59 + 0.00) = 41.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.80	0.00	-14.86	-1.35	0.00	0.00	0.00	41.59

Segment Leq : 41.59 dBA

Total Leq All Segments: 52.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.91
(NIGHT): 52.33

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 199.00 / 194.50 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15

```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.83	0.00	-20.92	-1.46	0.00	0.00	0.00	42.46

Segment Leq : 42.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 40.70 + 0.00) = 40.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.38	0.00	-21.23	-1.46	0.00	0.00	0.00	40.70

Segment Leq : 40.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.62	2.62

ROAD (0.00 + 50.09 + 0.00) = 50.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.14	0.00	-11.97	-0.27	0.00	0.00	-16.81	50.09

Segment Leq : 50.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.39	2.39

ROAD (0.00 + 46.80 + 0.00) = 46.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	76.51	0.00	-12.48	-0.28	0.00	0.00	-16.94	46.80

Segment Leq : 46.80 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	1.50	0.80	0.80

ROAD (0.00 + 30.99 + 0.00) = 30.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	60.96	0.00	-18.21	-1.29	0.00	0.00	-10.47	30.99

Segment Leq : 30.99 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.56	1.50	0.59	0.59

ROAD (0.00 + 31.83 + 0.00) = 31.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	60.55	0.00	-16.11	-1.30	0.00	0.00	-11.31	31.83

Segment Leq : 31.83 dBA

Total Leq All Segments: 52.60 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 35.31 + 0.00) = 35.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.54	0.00	-19.89	-1.33	0.00	0.00	0.00	35.31

Segment Leq : 35.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 34.83 + 0.00) = 34.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.42	0.00	-20.25	-1.34	0.00	0.00	0.00	34.83

Segment Leq : 34.83 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.71	2.71

ROAD (0.00 + 46.26 + 0.00) = 46.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.85	0.00	-10.87	-0.01	0.00	0.00	-16.72	46.26

Segment Leq : 46.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.45	2.45

ROAD (0.00 + 40.89 + 0.00) = 40.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.01	69.27	0.00	-11.35	-0.03	0.00	0.00	-17.00	40.89

Segment Leq : 40.89 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	4.50	!	0.84	!	0.84

ROAD (0.00 + 28.03 + 0.00) = 28.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.50	0.00	-17.07	-1.12	0.00	0.00	-10.28	28.03

Segment Leq : 28.03 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.59	!	4.50	!	0.66	!	0.66

ROAD (0.00 + 30.73 + 0.00) = 30.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	57.80	0.00	-14.93	-1.13	0.00	0.00	-11.00	30.73

Segment Leq : 30.73 dBA

Total Leq All Segments: 47.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.60
(NIGHT): 47.98

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7000/682 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5830/575 veh/TimePeriod *
Medium truck volume : 5/1 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 91.02

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.31 + 0.00) = 42.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.74	0.00	-16.97	-1.46	0.00	0.00	0.00	42.31

Segment Leq : 42.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.90 + 0.00) = 40.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.06	0.00	-17.71	-1.46	0.00	0.00	0.00	40.90

Segment Leq : 40.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

ROAD (0.00 + 64.31 + 0.00) = 64.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.24	0.00	-14.51	-1.42	0.00	0.00	0.00	64.31

Segment Leq : 64.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

ROAD (0.00 + 61.38 + 0.00) = 61.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.38	0.00	-15.58	-1.42	0.00	0.00	0.00	61.38

Segment Leq : 61.38 dBA

Total Leq All Segments: 66.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.79 + 0.00) = 35.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.63	0.00	-16.49	-1.35	0.00	0.00	0.00	35.79

Segment Leq : 35.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.99	0.00	-17.19	-1.35	0.00	0.00	0.00	34.45

Segment Leq : 34.45 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

ROAD (0.00 + 61.02 + 0.00) = 61.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-13.88	-1.26	0.00	0.00	0.00	61.02

Segment Leq : 61.02 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

ROAD (0.00 + 57.13 + 0.00) = 57.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.27	0.00	-14.87	-1.27	0.00	0.00	0.00	57.13

Segment Leq : 57.13 dBA

Total Leq All Segments: 62.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.13
(NIGHT): 62.52

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 93.35
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows   :      0 / 0
Surface            :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height    : 1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.20 + 0.00) = 39.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-19.39	-1.46	0.00	0.00	0.00	39.20

Segment Leq : 39.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-19.90	-1.46	0.00	0.00	0.00	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.31	!	2.31

ROAD (0.00 + 61.26 + 0.00) = 61.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	80.24	0.00	-16.28	-1.21	0.00	0.00	-4.68	58.08*
-90	90	0.64	80.24	0.00	-17.56	-1.42	0.00	0.00	0.00	61.26

* Bright Zone !

Segment Leq : 61.26 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.14	!	1.50	!	2.18	!	2.18

ROAD (0.00 + 58.66 + 0.00) = 58.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	78.38	0.00	-16.96	-1.21	0.00	0.00	-4.89	55.31*
-90	90	0.64	78.38	0.00	-18.29	-1.42	0.00	0.00	0.00	58.66

* Bright Zone !

Segment Leq : 58.66 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.10	0.00	-5.68	-1.46	0.00	0.00	0.00	53.96

Segment Leq : 53.96 dBA

Total Leq All Segments: 63.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.75 + 0.00) = 31.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-18.47	-1.35	0.00	0.00	0.00	31.75

Segment Leq : 31.75 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.58 + 0.00) = 35.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-18.97	-1.35	0.00	0.00	0.00	35.58

Segment Leq : 35.58 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.41	2.41

ROAD (0.00 + 58.53 + 0.00) = 58.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	76.16	0.00	-15.10	-1.03	0.00	0.00	-4.43	55.60*
-90	90	0.55	76.16	0.00	-16.37	-1.26	0.00	0.00	0.00	58.53

* Bright Zone !

Segment Leq : 58.53 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.27	2.27

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	73.27	0.00	-15.76	-1.04	0.00	0.00	-4.76	51.70*
-90	90	0.55	73.27	0.00	-17.08	-1.27	0.00	0.00	0.00	54.92

* Bright Zone !

Segment Leq : 54.92 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.63	0.00	-2.34	-1.35	0.00	0.00	0.00	48.94

Segment Leq : 48.94 dBA

Total Leq All Segments: 60.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.69
(NIGHT): 60.44

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 188.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 93.35
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0       (No woods.)
No of house rows    :      0 / 0
Surface             :      1       (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height     : 1.50 / 4.50 m
Topography          :      1       (Flat/gentle slope; no barrier)
Reference angle     :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-19.88	-1.46	0.00	0.00	0.00	38.71

Segment Leq : 38.71 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.01 + 0.00) = 40.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-20.35	-1.46	0.00	0.00	0.00	40.01

Segment Leq : 40.01 dBA

Results segment # 3: Hwy 401 SB (day)

 Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.31	2.31

ROAD (0.00 + 60.64 + 0.00) = 60.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	80.24	0.00	-16.85	-1.21	0.00	0.00	-4.69	57.50*
-90	90	0.64	80.24	0.00	-18.18	-1.42	0.00	0.00	0.00	60.64

* Bright Zone !

Segment Leq : 60.64 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.18	2.18

ROAD (0.00 + 58.10 + 0.00) = 58.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	78.38	0.00	-17.48	-1.21	0.00	0.00	-4.90	54.79*
-90	90	0.64	78.38	0.00	-18.86	-1.42	0.00	0.00	0.00	58.10

* Bright Zone !

Segment Leq : 58.10 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.10	0.00	-5.68	-1.46	0.00	0.00	0.00	53.96

Segment Leq : 53.96 dBA

Total Leq All Segments: 63.16 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.26 + 0.00) = 31.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-18.96	-1.35	0.00	0.00	0.00	31.26

Segment Leq : 31.26 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.13 + 0.00) = 35.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-19.42	-1.35	0.00	0.00	0.00	35.13

Segment Leq : 35.13 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.40	2.40

ROAD (0.00 + 57.97 + 0.00) = 57.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	76.16	0.00	-15.62	-1.03	0.00	0.00	-4.47	55.04*
-90	90	0.55	76.16	0.00	-16.93	-1.26	0.00	0.00	0.00	57.97

* Bright Zone !

Segment Leq : 57.97 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.26	2.26

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	73.27	0.00	-16.26	-1.04	0.00	0.00	-4.78	51.18*
-90	90	0.55	73.27	0.00	-17.63	-1.27	0.00	0.00	0.00	54.37

* Bright Zone !

Segment Leq : 54.37 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.63	0.00	-2.34	-1.35	0.00	0.00	0.00	48.94

Segment Leq : 48.94 dBA

Total Leq All Segments: 59.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.16
(NIGHT): 59.93

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface            :      2      (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height     : 1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle     :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.94	0.00	0.00	0.00	0.00	50.38

Segment Leq : 50.38 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-9.49	0.00	0.00	0.00	0.00	52.52

Segment Leq : 52.52 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.73	2.73

ROAD (0.00 + 58.27 + 0.00) = 58.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-6.96	0.00	0.00	0.00	-15.01	58.27

Segment Leq : 58.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.52	2.52

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-7.90	0.00	0.00	0.00	-15.29	55.18

Segment Leq : 55.18 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.10	0.00	-4.37	0.00	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Total Leq All Segments: 62.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.72 + 0.00) = 42.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-8.83	0.00	0.00	0.00	0.00	42.72

Segment Leq : 42.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-9.40	0.00	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.98	2.98

ROAD (0.00 + 54.86 + 0.00) = 54.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-6.78	0.00	0.00	0.00	-14.52	54.86

Segment Leq : 54.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.72 !	2.72

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-7.76	0.00	0.00	0.00	-14.92	50.59

Segment Leq : 50.59 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 48.95 + 0.00) = 48.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.63	0.00	-3.68	0.00	0.00	0.00	0.00	48.95

Segment Leq : 48.95 dBA

Total Leq All Segments: 57.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.45
(NIGHT): 57.44

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 93.35
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0         (No woods.)
No of house rows   :      0 / 0
Surface            :      2         (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height    : 1.50 / 4.50 m
Topography         :      1         (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.16 + 0.00) = 52.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.16	0.00	0.00	0.00	0.00	52.16

Segment Leq : 52.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 54.04 + 0.00) = 54.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-7.97	0.00	0.00	0.00	0.00	54.04

Segment Leq : 54.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	3.24	3.24

ROAD (0.00 + 62.16 + 0.00) = 62.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-3.74	0.00	0.00	0.00	-14.34	62.16

Segment Leq : 62.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.80	2.80

ROAD (0.00 + 57.90 + 0.00) = 57.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-5.52	0.00	0.00	0.00	-14.95	57.90

Segment Leq : 57.90 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.10	0.00	-4.37	0.00	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Total Leq All Segments: 64.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 44.56 + 0.00) = 44.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.99	0.00	0.00	0.00	0.00	44.56

Segment Leq : 44.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-7.83	0.00	0.00	0.00	0.00	47.26

Segment Leq : 47.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.83	3.83

ROAD (0.00 + 59.79 + 0.00) = 59.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-3.36	0.00	0.00	0.00	-13.01	59.79

Segment Leq : 59.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	3.16 !	3.16

ROAD (0.00 + 53.78 + 0.00) = 53.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-5.27	0.00	0.00	0.00	-14.21	53.78

Segment Leq : 53.78 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 48.95 + 0.00) = 48.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.63	0.00	-3.68	0.00	0.00	0.00	0.00	48.95

Segment Leq : 48.95 dBA

Total Leq All Segments: 61.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.98
(NIGHT): 61.31

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-15.97	-1.46	0.00	0.00	0.00	41.89

Segment Leq : 41.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 43.79 + 0.00) = 43.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-16.77	-1.46	0.00	0.00	0.00	43.79

Segment Leq : 43.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

ROAD (0.00 + 65.74 + 0.00) = 65.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.24	0.00	-13.08	-1.42	0.00	0.00	0.00	65.74

Segment Leq : 65.74 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

ROAD (0.00 + 62.53 + 0.00) = 62.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.38	0.00	-14.42	-1.42	0.00	0.00	0.00	62.53

Segment Leq : 62.53 dBA

Total Leq All Segments: 67.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.60 + 0.00) = 34.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-15.59	-1.35	0.00	0.00	0.00	34.60

Segment Leq : 34.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 37.42 + 0.00) = 37.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-16.31	-1.35	0.00	0.00	0.00	37.42

Segment Leq : 37.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

ROAD (0.00 + 62.26 + 0.00) = 62.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-12.64	-1.26	0.00	0.00	0.00	62.26

Segment Leq : 62.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

ROAD (0.00 + 58.19 + 0.00) = 58.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.27	0.00	-13.80	-1.27	0.00	0.00	0.00	58.19

Segment Leq : 58.19 dBA

Total Leq All Segments: 63.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.47
(NIGHT): 63.71

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.26 + 0.00) = 46.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-11.60	-1.46	0.00	0.00	0.00	46.26

Segment Leq : 46.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 47.80 + 0.00) = 47.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-12.76	-1.46	0.00	0.00	0.00	47.80

Segment Leq : 47.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

ROAD (0.00 + 73.55 + 0.00) = 73.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.24	0.00	-5.27	-1.42	0.00	0.00	0.00	73.55

Segment Leq : 73.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

ROAD (0.00 + 68.45 + 0.00) = 68.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.38	0.00	-8.51	-1.42	0.00	0.00	0.00	68.45

Segment Leq : 68.45 dBA

Total Leq All Segments: 74.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-11.46	-1.35	0.00	0.00	0.00	38.74

Segment Leq : 38.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 41.15 + 0.00) = 41.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-12.58	-1.35	0.00	0.00	0.00	41.15

Segment Leq : 41.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

ROAD (0.00 + 69.30 + 0.00) = 69.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.16	0.00	-5.60	-1.26	0.00	0.00	0.00	69.30

Segment Leq : 69.30 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

ROAD (0.00 + 63.56 + 0.00) = 63.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	73.27	0.00	-8.44	-1.27	0.00	0.00	0.00	63.56

Segment Leq : 63.56 dBA

Total Leq All Segments: 70.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.73
(NIGHT): 70.33

Filename: s_jk_3bg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 24944/1771 veh/TimePeriod *
Medium truck volume : 333/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27252
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 38.67 + 0.00) = 38.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-19.20	-1.46	0.00	0.00	0.00	38.67

Segment Leq : 38.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 40.87 + 0.00) = 40.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-19.68	-1.46	0.00	0.00	0.00	40.87

Segment Leq : 40.87 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.61	2.61

ROAD (0.00 + 53.09 + 0.00) = 53.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.05	0.00	-11.25	-0.57	0.00	0.00	-15.14	53.09

Segment Leq : 53.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.39	2.39

ROAD (0.00 + 50.33 + 0.00) = 50.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-12.01	-0.59	0.00	0.00	-15.45	50.33

Segment Leq : 50.33 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.05	0.00	-9.23	-1.46	0.00	0.00	0.00	57.36

Segment Leq : 57.36 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.66	0.00	-9.85	-1.46	0.00	0.00	0.00	46.35

Segment Leq : 46.35 dBA

Total Leq All Segments: 59.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.80 + 0.00) = 30.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	51.55	0.00	-19.30	-1.46	0.00	0.00	0.00	30.80

Segment Leq : 30.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 33.85 + 0.00) = 33.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.08	0.00	-19.77	-1.46	0.00	0.00	0.00	33.85

Segment Leq : 33.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.61	2.61

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	76.10	0.00	-11.37	-0.57	0.00	0.00	-15.15	49.01

Segment Leq : 49.01 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.38	2.38

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	73.27	0.00	-12.12	-0.59	0.00	0.00	-15.46	45.10

Segment Leq : 45.10 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 48.50 + 0.00) = 48.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.58	0.00	-9.62	-1.46	0.00	0.00	0.00	48.50

Segment Leq : 48.50 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.83 m

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	52.74	0.00	-10.21	-1.46	0.00	0.00	0.00	41.07

Segment Leq : 41.07 dBA

Total Leq All Segments: 52.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.63
(NIGHT): 52.99

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 24944/1771 veh/TimePeriod *
Medium truck volume : 333/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27252
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.96	0.00	-12.15	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 52.96 + 0.00) = 52.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.40	0.00	-12.44	0.00	0.00	0.00	0.00	52.96

Segment Leq : 52.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 62.88 + 0.00) = 62.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-8.22	0.00	0.00	0.00	-8.95	62.88

Segment Leq : 62.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-8.94	0.00	0.00	0.00	-8.94	58.48

Segment Leq : 58.48 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	0.96	!	0.96

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.60	0.00	0.00	0.00	-15.47	38.27

Segment Leq : 38.27 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.05	0.00	-9.07	0.00	0.00	0.00	0.00	58.98

Segment Leq : 58.98 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.46 m

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-12.27	0.00	0.00	0.00	0.00	55.14

Segment Leq : 55.14 dBA

Total Leq All Segments: 66.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 45.38 + 0.00) = 45.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-11.80	0.00	0.00	0.00	0.00	45.38

Segment Leq : 45.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 45.76 + 0.00) = 45.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.87	0.00	-12.11	0.00	0.00	0.00	0.00	45.76

Segment Leq : 45.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.76	2.76

ROAD (0.00 + 60.60 + 0.00) = 60.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-7.35	0.00	0.00	0.00	-8.15	60.60

Segment Leq : 60.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	4.50 !	2.71 !	2.71

ROAD (0.00 + 53.89 + 0.00) = 53.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-8.26	0.00	0.00	0.00	-8.31	53.89

Segment Leq : 53.89 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	1.03 !	1.03

ROAD (0.00 + 33.40 + 0.00) = 33.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-8.99	0.00	0.00	0.00	-15.26	33.40

Segment Leq : 33.40 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.58	0.00	-8.99	0.00	0.00	0.00	0.00	50.59

Segment Leq : 50.59 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.46 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-11.93	0.00	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Total Leq All Segments: 62.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.19
(NIGHT): 62.35

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12025/2465 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3969/813 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19958
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 23.96
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 11300/2364 veh/TimePeriod *
Medium truck volume : 712/149 veh/TimePeriod *
Heavy truck volume : 5823/1218 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.99
Heavy Truck % of Total Volume : 32.65
Day (16 hrs) % of Total Volume : 82.70

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.21 m

ROAD (0.00 + 62.82 + 0.00) = 62.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.15	0.00	-14.92	-1.42	0.00	0.00	0.00	62.82

Segment Leq : 62.82 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.39 m

ROAD (0.00 + 65.27 + 0.00) = 65.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.62	0.00	-13.94	-1.41	0.00	0.00	0.00	65.27

Segment Leq : 65.27 dBA

Total Leq All Segments: 67.23 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

ROAD (0.00 + 59.75 + 0.00) = 59.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.28	0.00	-14.26	-1.26	0.00	0.00	0.00	59.75

Segment Leq : 59.75 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.39 m

ROAD (0.00 + 62.22 + 0.00) = 62.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.83	0.00	-13.35	-1.25	0.00	0.00	0.00	62.22

Segment Leq : 62.22 dBA

Total Leq All Segments: 64.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.23
(NIGHT): 64.17

**APPENDIX B.4.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2A 2025**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5308/635 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5943
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.32
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.22 -1.23 0.00 0.00 -13.80 38.92
-----
```

Segment Leq : 38.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.76 !	2.76

ROAD (0.00 + 55.09 + 0.00) = 55.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-9.68	0.00	0.00	0.00	-17.25	55.09

Segment Leq : 55.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.82	!	2.82

ROAD (0.00 + 52.18 + 0.00) = 52.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.45	0.00	-9.05	0.00	0.00	0.00	-17.22	52.18

Segment Leq : 52.18 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.67	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-10.33	0.00	0.00	0.00	-15.70	45.02

Segment Leq : 45.02 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.10 !	1.10

ROAD (0.00 + 39.15 + 0.00) = 39.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-8.61	0.00	0.00	0.00	-18.37	39.15

Segment Leq : 39.15 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.82 + 0.00) = 31.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.31	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.82

Segment Leq : 31.82 dBA

Total Leq All Segments: 57.39 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	2.44	4.44

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.24*
-90	90	0.59	55.66	0.00	-9.20	-1.33	0.00	0.00	0.00	45.13

* Bright Zone !

Segment Leq : 45.13 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	2.42	4.42

ROAD (0.00 + 44.20 + 0.00) = 44.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-6.75	-1.07	0.00	0.00	-5.00	44.20

 Segment Leq : 44.20 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.90	!	2.90

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-9.49	0.00	0.00	0.00	-17.14	52.58

Segment Leq : 52.58 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-8.86	0.00	0.00	0.00	-17.10	50.87

Segment Leq : 50.87 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.77 !	1.77

ROAD (0.00 + 40.64 + 0.00) = 40.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-10.16	0.00	0.00	0.00	-15.60	40.64

Segment Leq : 40.64 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.17 !	1.17

ROAD (0.00 + 32.83 + 0.00) = 32.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.19	0.00	0.00	0.00	-18.31	32.83

Segment Leq : 32.83 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.10	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 55.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.39
(NIGHT): 55.78

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5308/635 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5943
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.32
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.22 -1.23 0.00 0.00 -13.80 38.92
-----
```

Segment Leq : 38.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.82 !	2.82

ROAD (0.00 + 55.76 + 0.00) = 55.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-9.05	0.00	0.00	0.00	-17.22	55.76

Segment Leq : 55.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.89 !	2.89

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.45	0.00	-8.35	0.00	0.00	0.00	-17.19	52.92

Segment Leq : 52.92 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.67 !	1.50 !	1.74 !	1.74

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.79	0.00	0.00	0.00	-15.69	45.58

Segment Leq : 45.58 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.13 !	1.13

ROAD (0.00 + 40.01 + 0.00) = 40.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-7.77	0.00	0.00	0.00	-18.35	40.01

Segment Leq : 40.01 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.82 + 0.00) = 31.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.31	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.82

Segment Leq : 31.82 dBA

Total Leq All Segments: 58.05 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	2.44	4.44

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.24*
-90	90	0.59	55.66	0.00	-9.20	-1.33	0.00	0.00	0.00	45.13

* Bright Zone !

Segment Leq : 45.13 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	2.34	4.34

ROAD (0.00 + 43.98 + 0.00) = 43.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-6.89	-1.07	0.00	0.00	-5.08	43.98

 Segment Leq : 43.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 53.21 + 0.00) = 53.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.90	0.00	0.00	0.00	-17.10	53.21

Segment Leq : 53.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.08	!	3.08

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-8.17	0.00	0.00	0.00	-17.04	51.63

Segment Leq : 51.63 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.78 !	1.78

ROAD (0.00 + 41.23 + 0.00) = 41.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-9.60	0.00	0.00	0.00	-15.57	41.23

Segment Leq : 41.23 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.22 !	1.22

ROAD (0.00 + 33.68 + 0.00) = 33.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.37	0.00	0.00	0.00	-18.27	33.68

Segment Leq : 33.68 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.10	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 56.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.05
(NIGHT): 56.34

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.78 + 0.00) = 38.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.95 -1.23 0.00 0.00 -13.21 38.78
-----
  
```

Segment Leq : 38.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-8.16	-1.24	0.00	0.00	-13.36	40.32

Segment Leq : 40.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40 !	1.50 !	2.84 !	2.84

ROAD (0.00 + 56.03 + 0.00) = 56.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-8.79	0.00	0.00	0.00	-17.21	56.03

Segment Leq : 56.03 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.60	!	2.60

ROAD (0.00 + 54.14 + 0.00) = 54.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-8.04	0.00	0.00	0.00	-17.32	54.14

Segment Leq : 54.14 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.67	!	1.50	!	1.75	!	1.75

ROAD (0.00 + 46.32 + 0.00) = 46.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.06	0.00	0.00	0.00	-15.67	46.32

Segment Leq : 46.32 dBA

Total Leq All Segments: 58.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-9.08	-1.06	0.00	0.00	-5.02	40.50

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.59

Segment Leq : 43.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.00	!	3.00

ROAD (0.00 + 53.46 + 0.00) = 53.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.67	0.00	0.00	0.00	-17.08	53.46

Segment Leq : 53.46 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	2.79	!	2.79

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.90	0.00	0.00	0.00	-17.16	49.61

Segment Leq : 49.61 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.68 ! 4.50 ! 1.79 ! 1.79

ROAD (0.00 + 41.88 + 0.00) = 41.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-8.99	0.00	0.00	0.00	-15.53	41.88

Segment Leq : 41.88 dBA

Total Leq All Segments: 55.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.58
(NIGHT): 55.60

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.78 + 0.00) = 38.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.95 -1.23 0.00 0.00 -13.21 38.78
-----
  
```

Segment Leq : 38.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-8.16	-1.24	0.00	0.00	-13.36	40.32

Segment Leq : 40.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.85 !	2.85

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-8.67	0.00	0.00	0.00	-17.21	56.15

Segment Leq : 56.15 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	1.50	2.61	2.61

ROAD (0.00 + 54.28 + 0.00) = 54.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-7.90	0.00	0.00	0.00	-17.31	54.28

Segment Leq : 54.28 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.75	1.75

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-8.99	0.00	0.00	0.00	-15.66	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 58.70 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-9.08	-1.06	0.00	0.00	-5.02	40.50

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.59

Segment Leq : 43.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.02 !	3.02

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.55	0.00	0.00	0.00	-17.07	53.59

Segment Leq : 53.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.05 !	4.50 !	2.82 !	2.82

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.76	0.00	0.00	0.00	-17.15	49.77

Segment Leq : 49.77 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.00 + 0.00) = 42.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-8.88	0.00	0.00	0.00	-15.52	42.00

Segment Leq : 42.00 dBA

Total Leq All Segments: 55.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.70
(NIGHT): 55.72

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7395/627 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8072
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.41
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7587/838 veh/TimePeriod *
Medium truck volume : 91/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8577
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 90.05

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.68 ! 1.50 ! 1.40 ! 1.40
  
```

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.63 0.00 -6.30 0.00 0.00 0.00 0.00 -5.04 50.29
-----
  
```

Segment Leq : 50.29 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	1.50	1.40	1.40

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.73	0.00	-5.31	0.00	0.00	0.00	-5.03	52.38

Segment Leq : 52.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	1.56	1.56

ROAD (0.00 + 73.61 + 0.00) = 73.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.25	0.00	-8.63	0.00	0.00	0.00	-5.00	68.62*
-90	90	0.00	82.25	0.00	-8.63	0.00	0.00	0.00	0.00	73.61

* Bright Zone !

Segment Leq : 73.61 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	1.50	1.55	1.55

ROAD (0.00 + 71.64 + 0.00) = 71.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-7.85	0.00	0.00	0.00	-5.00	66.64*
-90	90	0.00	79.49	0.00	-7.85	0.00	0.00	0.00	0.00	71.64

* Bright Zone !

Segment Leq : 71.64 dBA

Total Leq All Segments: 75.78 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	4.50	3.86	3.86

ROAD (0.00 + 47.35 + 0.00) = 47.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.85	0.00	-6.50	0.00	0.00	0.00	-0.29	47.06*
-90	90	0.00	53.85	0.00	-6.50	0.00	0.00	0.00	0.00	47.35

* Bright Zone !

Segment Leq : 47.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	3.63	3.63

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.15	0.00	-5.56	0.00	0.00	0.00	-0.39	50.20*
-90	90	0.00	56.15	0.00	-5.56	0.00	0.00	0.00	0.00	50.59

* Bright Zone !

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	4.25	4.25

ROAD (0.00 + 69.55 + 0.00) = 69.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.30	0.00	-8.75	0.00	0.00	0.00	-0.26	69.29*
-90	90	0.00	78.30	0.00	-8.75	0.00	0.00	0.00	0.00	69.55

* Bright Zone !

Segment Leq : 69.55 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.05 ! 4.50 ! 4.16 ! 4.16

ROAD (0.00 + 66.68 + 0.00) = 66.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.99	0.00	0.00	0.00	-0.27	66.41*
-90	90	0.00	74.68	0.00	-7.99	0.00	0.00	0.00	0.00	66.68

* Bright Zone !

Segment Leq : 66.68 dBA

Total Leq All Segments: 71.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.78
(NIGHT): 71.41

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 232.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 216.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 215.00 / 211.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.80 / 182.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 314.80 / 307.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 14850/1337 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16187
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.74

```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.89 + 0.00) = 47.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-12.67	-1.46	0.00	0.00	0.00	47.89

Segment Leq : 47.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-11.21	-1.46	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.52	2.52

ROAD (0.00 + 51.31 + 0.00) = 51.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.95	0.00	-15.27	-0.71	0.00	0.00	-13.67	51.31

Segment Leq : 51.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.40	2.40

ROAD (0.00 + 48.60 + 0.00) = 48.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.09	0.00	-14.91	-0.72	0.00	0.00	-13.88	48.60

Segment Leq : 48.60 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 43.97 + 0.00) = 43.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-18.26	-1.46	0.00	0.00	0.00	43.97

Segment Leq : 43.97 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-21.94	-1.46	0.00	0.00	0.00	41.64

Segment Leq : 41.64 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.39 + 0.00) = 59.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.78	0.00	-2.39	0.00	0.00	0.00	0.00	59.39

Segment Leq : 59.39 dBA

Total Leq All Segments: 61.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 41.54 + 0.00) = 41.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.37	0.00	-11.49	-1.34	0.00	0.00	0.00	41.54

Segment Leq : 41.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-9.90	-1.33	0.00	0.00	0.00	44.73

Segment Leq : 44.73 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 47.90 + 0.00) = 47.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.04	0.00	-14.13	-0.50	0.00	0.00	-13.51	47.90

Segment Leq : 47.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.48	2.48

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	72.73	0.00	-13.76	-0.50	0.00	0.00	-13.71	44.76

Segment Leq : 44.76 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 40.00 + 0.00) = 40.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.63	0.00	-17.29	-1.34	0.00	0.00	0.00	40.00

Segment Leq : 40.00 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 39.62 + 0.00) = 39.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.75	0.00	-20.80	-1.33	0.00	0.00	0.00	39.62

Segment Leq : 39.62 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.33	0.00	-2.86	0.00	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Total Leq All Segments: 54.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.09
(NIGHT): 54.70

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 14850/1337 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16187
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.74
  
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 62.00 + 0.00) = 62.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.29	0.00	-3.29	0.00	0.00	0.00	0.00	62.00

Segment Leq : 62.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 63.80 + 0.00) = 63.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.08	0.00	-0.28	0.00	0.00	0.00	0.00	63.80

Segment Leq : 63.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.56	2.56

ROAD (0.00 + 56.74 + 0.00) = 56.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.95	0.00	-10.61	0.00	0.00	0.00	-13.60	56.74

Segment Leq : 56.74 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.46	2.46

ROAD (0.00 + 54.14 + 0.00) = 54.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.09	0.00	-10.16	0.00	0.00	0.00	-13.80	54.14

Segment Leq : 54.14 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.67	0.00	-9.54	0.00	0.00	0.00	0.00	52.13

Segment Leq : 52.13 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.73	0.00	-11.83	0.00	0.00	0.00	0.00	48.90

Segment Leq : 48.90 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.78	0.00	-3.80	0.00	0.00	0.00	0.00	57.98

Segment Leq : 57.98 dBA

Total Leq All Segments: 67.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 53.47 + 0.00) = 53.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.15	0.00	-3.68	0.00	0.00	0.00	0.00	53.47

Segment Leq : 53.47 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 55.78 + 0.00) = 55.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.81	0.00	-1.03	0.00	0.00	0.00	0.00	55.78

Segment Leq : 55.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.04	0.00	-10.68	0.00	0.00	0.00	-13.40	51.95

Segment Leq : 51.95 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.56	2.56

ROAD (0.00 + 48.91 + 0.00) = 48.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.73	0.00	-10.24	0.00	0.00	0.00	-13.58	48.91

Segment Leq : 48.91 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.90	0.00	-9.63	0.00	0.00	0.00	0.00	47.27

Segment Leq : 47.27 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.23	0.00	-11.89	0.00	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.33	0.00	-1.86	0.00	0.00	0.00	0.00	52.48

Segment Leq : 52.48 dBA

Total Leq All Segments: 60.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.47
(NIGHT): 60.45

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7216/681 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6219/632 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6864
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.49 + 0.00) = 53.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.87	0.00	-7.38	0.00	0.00	0.00	0.00	53.49

Segment Leq : 53.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.43	0.00	-6.30	0.00	0.00	0.00	0.00	54.13

Segment Leq : 54.13 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 63.59 + 0.00) = 63.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-9.12	0.00	0.00	0.00	-8.99	63.59

Segment Leq : 63.59 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.39 !	2.39

ROAD (0.00 + 61.85 + 0.00) = 61.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.47	0.00	0.00	0.00	-9.36	61.85

Segment Leq : 61.85 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.73	0.00	-9.44	0.00	0.00	0.00	0.00	51.29

Segment Leq : 51.29 dBA

Total Leq All Segments: 66.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.09 + 0.00) = 46.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.63	0.00	-7.53	0.00	0.00	0.00	0.00	46.09

Segment Leq : 46.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-6.50	0.00	0.00	0.00	0.00	46.90

Segment Leq : 46.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.63	2.63

ROAD (0.00 + 59.98 + 0.00) = 59.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-9.23	0.00	0.00	0.00	-8.56	59.98

Segment Leq : 59.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.53 !	2.53

ROAD (0.00 + 57.77 + 0.00) = 57.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.59	0.00	0.00	0.00	-8.87	57.77

Segment Leq : 57.77 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.23	0.00	-9.54	0.00	0.00	0.00	0.00	48.69

Segment Leq : 48.69 dBA

Total Leq All Segments: 62.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.47
(NIGHT): 62.45

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume   : 92.60
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface        :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height :      1.50 / 4.50 m
Topography     :      1      (Flat/gentle slope; no barrier)
Reference angle :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.67 + 0.00) = 42.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-16.33	-1.46	0.00	0.00	0.00	42.67

Segment Leq : 42.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 45.14 + 0.00) = 45.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-15.48	-1.46	0.00	0.00	0.00	45.14

Segment Leq : 45.14 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.48	2.48

ROAD (0.00 + 54.52 + 0.00) = 54.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	81.70	0.00	-14.60	-0.84	0.00	0.00	-11.74	54.52

Segment Leq : 54.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.35	2.35

ROAD (0.00 + 52.71 + 0.00) = 52.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	79.69	0.00	-14.10	-0.85	0.00	0.00	-12.03	52.71

Segment Leq : 52.71 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.44 + 0.00) = 41.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.23	0.00	-17.33	-1.46	0.00	0.00	0.00	41.44

Segment Leq : 41.44 dBA

Total Leq All Segments: 57.28 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-15.88	-1.35	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.64 + 0.00) = 39.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-15.09	-1.35	0.00	0.00	0.00	39.64

Segment Leq : 39.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.57	2.57

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.76	0.00	-13.71	-0.64	0.00	0.00	-11.51	51.90

Segment Leq : 51.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	4.50	!	2.45	!	2.45

ROAD (0.00 + 49.54 + 0.00) = 49.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	75.23	0.00	-13.24	-0.65	0.00	0.00	-11.79	49.54

Segment Leq : 49.54 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.37 + 0.00) = 34.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.26	0.00	-16.53	-1.35	0.00	0.00	0.00	34.37

Segment Leq : 34.37 dBA

Total Leq All Segments: 54.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.28
(NIGHT): 54.14

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.60
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0         (No woods.)
No of house rows   :      0 / 0
Surface            :      1         (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height    :      1.50 / 4.50 m
Topography         :      1         (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.09 + 0.00) = 41.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-17.91	-1.46	0.00	0.00	0.00	41.09

Segment Leq : 41.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-17.37	-1.46	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.46	2.46

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	81.70	0.00	-15.70	-0.84	0.00	0.00	-11.78	53.38

Segment Leq : 53.38 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.33	2.33

ROAD (0.00 + 51.49 + 0.00) = 51.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	79.69	0.00	-15.27	-0.85	0.00	0.00	-12.08	51.49

Segment Leq : 51.49 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.44 + 0.00) = 41.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.23	0.00	-17.33	-1.46	0.00	0.00	0.00	41.44

Segment Leq : 41.44 dBA

Total Leq All Segments: 56.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 33.11 + 0.00) = 33.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-17.38	-1.35	0.00	0.00	0.00	33.11

Segment Leq : 33.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-16.87	-1.35	0.00	0.00	0.00	37.86

Segment Leq : 37.86 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.53	2.53

ROAD (0.00 + 50.81 + 0.00) = 50.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.76	0.00	-14.72	-0.64	0.00	0.00	-11.59	50.81

Segment Leq : 50.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.41 !	2.41

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	75.23	0.00	-14.32	-0.65	0.00	0.00	-11.88	48.38

Segment Leq : 48.38 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.37 + 0.00) = 34.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.26	0.00	-16.53	-1.35	0.00	0.00	0.00	34.37

Segment Leq : 34.37 dBA

Total Leq All Segments: 53.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.09
(NIGHT): 53.02

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume   : 92.60
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface            :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height     : 1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle     :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.30	0.00	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.84	0.00	0.00	0.00	0.00	56.70

Segment Leq : 56.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.55	2.55

ROAD (0.00 + 61.19 + 0.00) = 61.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-8.90	0.00	0.00	0.00	-11.61	61.19

Segment Leq : 61.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.45	2.45

ROAD (0.00 + 59.65 + 0.00) = 59.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.17	0.00	0.00	0.00	-11.86	59.65

Segment Leq : 59.65 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.23 + 0.00) = 60.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.23	0.00	0.00	0.00	0.00	0.00	0.00	60.23

Segment Leq : 60.23 dBA

Total Leq All Segments: 65.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.47	0.00	0.00	0.00	0.00	45.55

Segment Leq : 45.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 50.71 + 0.00) = 50.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-4.62	0.00	0.00	0.00	0.00	50.71

Segment Leq : 50.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.74	2.74

ROAD (0.00 + 58.30 + 0.00) = 58.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-8.35	0.00	0.00	0.00	-11.12	58.30

Segment Leq : 58.30 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.69 !	2.69

ROAD (0.00 + 56.47 + 0.00) = 56.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-7.51	0.00	0.00	0.00	-11.26	56.47

Segment Leq : 56.47 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.26	0.00	-0.79	0.00	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Total Leq All Segments: 61.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.96
(NIGHT): 61.50

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.60
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  : 1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.58 + 0.00) = 50.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-9.31	0.00	0.00	0.00	0.00	50.58

Segment Leq : 50.58 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-8.77	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.49 !	2.49

ROAD (0.00 + 59.40 + 0.00) = 59.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-10.58	0.00	0.00	0.00	-11.72	59.40

Segment Leq : 59.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.37 !	2.37

ROAD (0.00 + 57.58 + 0.00) = 57.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-10.10	0.00	0.00	0.00	-12.01	57.58

Segment Leq : 57.58 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.23 + 0.00) = 60.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.23	0.00	0.00	0.00	0.00	0.00	0.00	60.23

Segment Leq : 60.23 dBA

Total Leq All Segments: 64.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-8.77	0.00	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-8.15	0.00	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.61	2.61

ROAD (0.00 + 56.16 + 0.00) = 56.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-10.18	0.00	0.00	0.00	-11.42	56.16

Segment Leq : 56.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.50 !	2.50

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-9.65	0.00	0.00	0.00	-11.67	53.91

Segment Leq : 53.91 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.26	0.00	-0.79	0.00	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Total Leq All Segments: 59.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.55
(NIGHT): 59.41

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-15.97	-1.46	0.00	0.00	0.00	42.47

Segment Leq : 42.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-16.77	-1.46	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 67.23 + 0.00) = 67.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.70	0.00	-13.06	-1.41	0.00	0.00	0.00	67.23

Segment Leq : 67.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 63.86 + 0.00) = 63.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.69	0.00	-14.40	-1.42	0.00	0.00	0.00	63.86

Segment Leq : 63.86 dBA

Total Leq All Segments: 68.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.07 + 0.00) = 35.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-15.59	-1.35	0.00	0.00	0.00	35.07

Segment Leq : 35.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-16.32	-1.35	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.76	0.00	-12.62	-1.26	0.00	0.00	0.00	63.88

Segment Leq : 63.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 60.18 + 0.00) = 60.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.23	0.00	-13.79	-1.26	0.00	0.00	0.00	60.18

Segment Leq : 60.18 dBA

Total Leq All Segments: 65.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.90
(NIGHT): 65.43

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-11.60	-1.46	0.00	0.00	0.00	46.84

Segment Leq : 46.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 48.32 + 0.00) = 48.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-12.76	-1.46	0.00	0.00	0.00	48.32

Segment Leq : 48.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 75.02 + 0.00) = 75.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.70	0.00	-5.27	-1.41	0.00	0.00	0.00	75.02

Segment Leq : 75.02 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 69.77 + 0.00) = 69.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.69	0.00	-8.50	-1.42	0.00	0.00	0.00	69.77

Segment Leq : 69.77 dBA

Total Leq All Segments: 76.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.21 + 0.00) = 39.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-11.46	-1.35	0.00	0.00	0.00	39.21

Segment Leq : 39.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-12.59	-1.35	0.00	0.00	0.00	41.40

Segment Leq : 41.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 70.92 + 0.00) = 70.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.76	0.00	-5.59	-1.26	0.00	0.00	0.00	70.92

Segment Leq : 70.92 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 65.54 + 0.00) = 65.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.23	0.00	-8.43	-1.26	0.00	0.00	0.00	65.54

Segment Leq : 65.54 dBA

Total Leq All Segments: 72.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.17
(NIGHT): 72.03

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
  
```

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.53 0.00 0.00 0.00 -11.15 42.22
-----
  
```

Segment Leq : 42.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.62 !	1.50 !	-1.40 !	1.10

ROAD (0.00 + 45.36 + 0.00) = 45.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.44	0.00	0.00	0.00	-11.73	45.36

Segment Leq : 45.36 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 65.64 + 0.00) = 65.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-8.67	0.00	0.00	0.00	-7.22	65.64

Segment Leq : 65.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.38 !	2.38

ROAD (0.00 + 64.03 + 0.00) = 64.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-7.90	0.00	0.00	0.00	-7.76	64.03

Segment Leq : 64.03 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.12 !	1.38

ROAD (0.00 + 39.27 + 0.00) = 39.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.46	0.00	-9.02	0.00	0.00	0.00	-10.17	39.27

Segment Leq : 39.27 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	-1.08	1.42

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-10.62	0.00	0.00	0.00	-9.90	46.13

Segment Leq : 46.13 dBA

Total Leq All Segments: 67.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.47	2.97

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.72	0.00	0.00	0.00	-7.69	37.61

Segment Leq : 37.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.57	!	4.50	!	0.13	!	2.63

ROAD (0.00 + 40.93 + 0.00) = 40.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-5.60	0.00	0.00	0.00	-8.80	40.93

Segment Leq : 40.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.67	!	2.67

ROAD (0.00 + 62.20 + 0.00) = 62.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-8.79	0.00	0.00	0.00	-6.73	62.20

Segment Leq : 62.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.55 !	2.55

ROAD (0.00 + 60.04 + 0.00) = 60.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.04	0.00	0.00	0.00	-7.16	60.04

Segment Leq : 60.04 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	1.21 !	3.71

ROAD (0.00 + 38.31 + 0.00) = 38.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-9.13	0.00	0.00	0.00	-6.04	38.31

Segment Leq : 38.31 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-10.41	0.00	0.00	0.00	-5.65	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 64.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.99
(NIGHT): 64.33

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.97 + 0.00) = 41.97 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.99 0.00 0.00 0.00 -10.93 41.97
-----
  
```

Segment Leq : 41.97 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.62 !	1.50 !	-1.36 !	1.14

ROAD (0.00 + 45.19 + 0.00) = 45.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.95	0.00	0.00	0.00	-11.40	45.19

Segment Leq : 45.19 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 65.12 + 0.00) = 65.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-9.16	0.00	0.00	0.00	-7.26	65.12

Segment Leq : 65.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.36 !	2.36

ROAD (0.00 + 63.36 + 0.00) = 63.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.51	0.00	0.00	0.00	-7.82	63.36

Segment Leq : 63.36 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.11 !	1.39

ROAD (0.00 + 38.94 + 0.00) = 38.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.46	0.00	-9.44	0.00	0.00	0.00	-10.09	38.94

Segment Leq : 38.94 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	-1.08	1.42

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-10.62	0.00	0.00	0.00	-9.90	46.13

Segment Leq : 46.13 dBA

Total Leq All Segments: 67.42 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.62	3.12

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-7.16	0.00	0.00	0.00	-7.30	37.56

Segment Leq : 37.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.57 !	4.50 !	0.29 !	2.79

ROAD (0.00 + 40.95 + 0.00) = 40.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-6.16	0.00	0.00	0.00	-8.22	40.95

Segment Leq : 40.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.64 !	2.64

ROAD (0.00 + 61.64 + 0.00) = 61.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-9.26	0.00	0.00	0.00	-6.82	61.64

Segment Leq : 61.64 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.51 !	2.51

ROAD (0.00 + 59.31 + 0.00) = 59.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.63	0.00	0.00	0.00	-7.29	59.31

Segment Leq : 59.31 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	1.26 !	3.76

ROAD (0.00 + 37.99 + 0.00) = 37.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-9.57	0.00	0.00	0.00	-5.93	37.99

Segment Leq : 37.99 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-10.41	0.00	0.00	0.00	-5.65	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 63.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.42
(NIGHT): 63.72

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.46 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 51.22
-----
  
```

Segment Leq : 51.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.77	0.00	-4.77	0.00	0.00	0.00	-8.37	52.62

Segment Leq : 52.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 61.94 + 0.00) = 61.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-10.63	0.00	0.00	0.00	-8.97	61.94

Segment Leq : 61.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 59.40 + 0.00) = 59.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-10.13	0.00	0.00	0.00	-8.94	59.40

Segment Leq : 59.40 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-9.41	0.00	0.00	0.00	-7.61	49.63

Segment Leq : 49.63 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 55.60 + 0.00) = 55.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-4.94	0.00	0.00	0.00	-7.86	55.60

Segment Leq : 55.60 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.99	0.00	0.00	0.00	-15.48	37.86

Segment Leq : 37.86 dBA

Total Leq All Segments: 65.07 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.63	3.63

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-6.43	0.00	0.00	0.00	-4.51	46.84*
-90	90	0.00	57.78	0.00	-6.43	0.00	0.00	0.00	0.00	51.34

* Bright Zone !

Segment Leq : 51.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.47	3.47

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-5.14	0.00	0.00	0.00	-4.70	48.22*
-90	90	0.00	58.06	0.00	-5.14	0.00	0.00	0.00	0.00	52.92

* Bright Zone !

Segment Leq : 52.92 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.59 ! 2.59

ROAD (0.00 + 58.36 + 0.00) = 58.36 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 77.72 0.00 -10.71 0.00 0.00 0.00 -8.66 58.36
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 58.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.61 ! 2.61

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 74.17 0.00 -10.24 0.00 0.00 0.00 -8.60 55.34
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 55.34 dBA

Results segment # 5: Howard Ave (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 49.00 + 0.00) = 49.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-9.51	0.00	0.00	0.00	-2.74	46.26*
-90	90	0.00	58.51	0.00	-9.51	0.00	0.00	0.00	0.00	49.00

* Bright Zone !

Segment Leq : 49.00 dBA

Results segment # 6: 401NB offrmp (night)

 Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	3.73	3.73

ROAD (0.00 + 58.94 + 0.00) = 58.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-5.21	0.00	0.00	0.00	-4.11	54.82*
-90	90	0.00	64.15	0.00	-5.21	0.00	0.00	0.00	0.00	58.94

* Bright Zone !

Segment Leq : 58.94 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 1.00 ! 1.00

ROAD (0.00 + 32.32 + 0.00) = 32.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-10.08	0.00	0.00	0.00	-15.35	32.32

Segment Leq : 32.32 dBA

Total Leq All Segments: 63.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.07
(NIGHT): 63.47

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7324/1136 veh/TimePeriod *
Medium truck volume : 503/78 veh/TimePeriod *
Heavy truck volume : 4304/668 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14014
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.15
Heavy Truck % of Total Volume : 35.48
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 8032/1918 veh/TimePeriod *
Medium truck volume : 104/25 veh/TimePeriod *
Heavy truck volume : 52/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10144
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.72

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8893/2012 veh/TimePeriod *
Medium truck volume : 165/37 veh/TimePeriod *
Heavy truck volume : 578/131 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11816
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.71
Heavy Truck % of Total Volume : 6.00
Day (16 hrs) % of Total Volume : 81.55
    
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.42 ! 1.42
    
```

ROAD (0.00 + 50.64 + 0.00) = 50.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.46 0.00 -6.30 0.00 0.00 0.00 0.00 -8.52 50.64
-----
    
```

Segment Leq : 50.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.31	!	1.31

ROAD (0.00 + 50.97 + 0.00) = 50.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.77	0.00	-4.28	-1.17	0.00	0.00	-9.36	50.97

Segment Leq : 50.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.07 + 0.00) = 60.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.26	0.00	-11.24	0.00	0.00	0.00	-7.95	60.07

Segment Leq : 60.07 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 59.67 + 0.00) = 59.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-10.85	0.00	0.00	0.00	-7.95	59.67

Segment Leq : 59.67 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.57 + 0.00) = 43.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-11.37	0.00	0.00	0.00	-8.13	43.57

Segment Leq : 43.57 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 50.99 + 0.00) = 50.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-9.30	0.00	0.00	0.00	-8.11	50.99

Segment Leq : 50.99 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-6.35	0.00	0.00	0.00	-8.52	48.46

Segment Leq : 48.46 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.56	1.50	1.50	1.50

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.24	0.00	-12.65	0.00	0.00	0.00	-8.03	47.57

Segment Leq : 47.57 dBA

Total Leq All Segments: 63.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.86	3.86

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-6.50	0.00	0.00	0.00	-3.71	47.57*
-90	90	0.00	57.78	0.00	-6.50	0.00	0.00	0.00	0.00	51.28

* Bright Zone !

Segment Leq : 51.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.03	3.03

ROAD (0.00 + 47.44 + 0.00) = 47.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	58.06	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.44

Segment Leq : 47.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 62.87 + 0.00) = 62.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.18	0.00	-11.30	0.00	0.00	0.00	-1.55	61.32*
-90	90	0.00	74.18	0.00	-11.30	0.00	0.00	0.00	0.00	62.87

* Bright Zone !

Segment Leq : 62.87 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-10.92	0.00	0.00	0.00	-1.59	61.66*
-90	90	0.00	74.17	0.00	-10.92	0.00	0.00	0.00	0.00	63.25

* Bright Zone !

Segment Leq : 63.25 dBA

Results segment # 5: 401SB offrmp (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.28	4.28

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.91	0.00	-11.44	0.00	0.00	0.00	-2.10	46.37*
-90	90	0.00	59.91	0.00	-11.44	0.00	0.00	0.00	0.00	48.47

* Bright Zone !

Segment Leq : 48.47 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	4.21	4.21

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-9.41	0.00	0.00	0.00	-2.41	52.33*
-90	90	0.00	64.15	0.00	-9.41	0.00	0.00	0.00	0.00	54.74

* Bright Zone !

Segment Leq : 54.74 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.81	3.81

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-6.55	0.00	0.00	0.00	-3.95	47.25*
-90	90	0.00	57.75	0.00	-6.55	0.00	0.00	0.00	0.00	51.20

* Bright Zone !

Segment Leq : 51.20 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.57 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.57 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.80	0.00	-12.69	0.00	0.00	0.00	-1.61	50.50*
-90	90	0.00	64.80	0.00	-12.69	0.00	0.00	0.00	0.00	52.11

* Bright Zone !

Segment Leq : 52.11 dBA

Total Leq All Segments: 66.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.91
(NIGHT): 66.90

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14703/3035 veh/TimePeriod *
Medium truck volume : 724/149 veh/TimePeriod *
Heavy truck volume : 5022/1037 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24670
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 24.56
Day (16 hrs) % of Total Volume : 82.89

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13457/2904 veh/TimePeriod *
Medium truck volume : 941/203 veh/TimePeriod *
Heavy truck volume : 7845/1693 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27043
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 35.27
Day (16 hrs) % of Total Volume : 82.25
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.23 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.23 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 61.73 + 0.00) = 61.73 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 80.16 0.00 -10.26 -1.09 0.00 0.00 -7.09 61.73
-----
  
```

Segment Leq : 61.73 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.06 + 0.00) = 65.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.87	0.00	-8.73	-1.08	0.00	0.00	-7.01	65.06

Segment Leq : 65.06 dBA

Total Leq All Segments: 66.72 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	4.13	4.13

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	76.32	0.00	-9.85	-0.91	0.00	0.00	-2.64	62.92*
-90	90	0.55	76.32	0.00	-11.17	-1.26	0.00	0.00	0.00	63.88

* Bright Zone !

Segment Leq : 63.88 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.90	!	3.90

ROAD (0.00 + 67.35 + 0.00) = 67.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.22	0.00	-8.48	-0.90	0.00	0.00	-3.92	64.93*
-90	90	0.54	78.22	0.00	-9.62	-1.25	0.00	0.00	0.00	67.35

* Bright Zone !

Segment Leq : 67.35 dBA

Total Leq All Segments: 68.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.72
(NIGHT): 68.96

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.41 + 0.00) = 63.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.03	0.00	-17.65	-0.97	0.00	0.00	0.00	63.41

Segment Leq : 63.41 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.45	0.00	-18.03	-0.97	0.00	0.00	0.00	59.46

Segment Leq : 59.46 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-23.28	-1.46	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-23.63	-1.46	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Total Leq All Segments: 65.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.87 + 0.00) = 61.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.22	0.00	-16.57	-0.78	0.00	0.00	0.00	61.87

Segment Leq : 61.87 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.14 + 0.00) = 59.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.84	0.00	-16.92	-0.78	0.00	0.00	0.00	59.14

Segment Leq : 59.14 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.10	-1.31	0.00	0.00	0.00	45.51

Segment Leq : 45.51 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-22.48	-1.31	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Total Leq All Segments: 63.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.55
(NIGHT): 63.98

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1184/313 veh/TimePeriod *
Medium truck volume : 75/20 veh/TimePeriod *
Heavy truck volume : 747/198 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2537
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 37.24
Day (16 hrs) % of Total Volume : 79.07

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 11613/2411 veh/TimePeriod *
Medium truck volume : 234/49 veh/TimePeriod *
Heavy truck volume : 945/196 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15448
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 7.39
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 17498/1520 veh/TimePeriod *
Medium truck volume : 466/40 veh/TimePeriod *
Heavy truck volume : 233/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19777
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.56
Heavy Truck % of Total Volume : 1.28
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 892/454 veh/TimePeriod *
Medium truck volume : 21/11 veh/TimePeriod *
Heavy truck volume : 207/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.46
Day (16 hrs) % of Total Volume : 66.27

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13
  
```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.33 + 0.00) = 64.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.03	0.00	-16.74	-0.97	0.00	0.00	0.00	64.33

Segment Leq : 64.33 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.34 + 0.00) = 60.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.45	0.00	-17.15	-0.97	0.00	0.00	0.00	60.34

Segment Leq : 60.34 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	68.17	0.00	-22.13	-1.41	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.65 m

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.14	0.00	-16.83	-1.19	0.00	0.00	0.00	52.12

Segment Leq : 52.12 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.06 m

ROAD (0.00 + 62.19 + 0.00) = 62.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.75	0.00	-5.56	0.00	0.00	0.00	0.00	62.19

Segment Leq : 62.19 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.07 m

ROAD (0.00 + 37.90 + 0.00) = 37.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.57	0.00	-22.24	-1.43	0.00	0.00	0.00	37.90

Segment Leq : 37.90 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-23.28	-1.46	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-23.63	-1.46	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Total Leq All Segments: 67.89 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.72 + 0.00) = 62.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.22	0.00	-15.72	-0.78	0.00	0.00	0.00	62.72

Segment Leq : 62.72 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.95 + 0.00) = 59.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.84	0.00	-16.11	-0.78	0.00	0.00	0.00	59.95

Segment Leq : 59.95 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 43.19 + 0.00) = 43.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	65.41	0.00	-20.97	-1.25	0.00	0.00	0.00	43.19

Segment Leq : 43.19 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.65 m

ROAD (0.00 + 49.39 + 0.00) = 49.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	66.32	0.00	-15.92	-1.01	0.00	0.00	0.00	49.39

Segment Leq : 49.39 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.06 m

ROAD (0.00 + 54.33 + 0.00) = 54.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.13	0.00	-5.80	0.00	0.00	0.00	0.00	54.33

Segment Leq : 54.33 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.07 m

ROAD (0.00 + 39.28 + 0.00) = 39.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.64	0.00	-21.08	-1.27	0.00	0.00	0.00	39.28

Segment Leq : 39.28 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.10	-1.31	0.00	0.00	0.00	45.51

Segment Leq : 45.51 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-22.48	-1.31	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Total Leq All Segments: 65.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.89
(NIGHT): 65.30

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 36.69 + 0.00) = 36.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-25.03	-1.46	0.00	0.00	0.00	36.69

Segment Leq : 36.69 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 36.40 + 0.00) = 36.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-25.22	-1.46	0.00	0.00	0.00	36.40

Segment Leq : 36.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.70 + 0.00) = 62.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.03	0.00	-17.91	-1.41	0.00	0.00	0.00	62.70

Segment Leq : 62.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.45	0.00	-18.56	-1.41	0.00	0.00	0.00	58.48

Segment Leq : 58.48 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 53.12 + 0.00) = 53.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-22.08	-1.46	0.00	0.00	0.00	53.12

Segment Leq : 53.12 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-22.50	-1.46	0.00	0.00	0.00	51.60

Segment Leq : 51.60 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 46.08 + 0.00) = 46.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-23.52	-1.45	0.00	0.00	0.00	46.08

Segment Leq : 46.08 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 42.38 + 0.00) = 42.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.67	0.00	-21.83	-1.46	0.00	0.00	0.00	42.38

Segment Leq : 42.38 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 40.52 + 0.00) = 40.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-24.16	-1.46	0.00	0.00	0.00	40.52

Segment Leq : 40.52 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 64.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 30.45 + 0.00) = 30.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-23.88	-1.33	0.00	0.00	0.00	30.45

Segment Leq : 30.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 31.57 + 0.00) = 31.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-24.11	-1.34	0.00	0.00	0.00	31.57

Segment Leq : 31.57 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.44 + 0.00) = 61.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.22	0.00	-16.52	-1.25	0.00	0.00	0.00	61.44

Segment Leq : 61.44 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.41 + 0.00) = 58.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.84	0.00	-17.17	-1.25	0.00	0.00	0.00	58.41

Segment Leq : 58.41 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.89 + 0.00) = 46.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-20.72	-1.31	0.00	0.00	0.00	46.89

Segment Leq : 46.89 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 45.96 + 0.00) = 45.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-21.19	-1.31	0.00	0.00	0.00	45.96

Segment Leq : 45.96 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 42.97 + 0.00) = 42.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-22.14	-1.29	0.00	0.00	0.00	42.97

Segment Leq : 42.97 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 36.26 + 0.00) = 36.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.25	0.00	-20.65	-1.33	0.00	0.00	0.00	36.26

Segment Leq : 36.26 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 34.97 + 0.00) = 34.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-23.02	-1.33	0.00	0.00	0.00	34.97

Segment Leq : 34.97 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 63.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.91
(NIGHT): 63.50

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: ECR rmp 2401 (day/night)

Car traffic volume : 892/454 veh/TimePeriod *
Medium truck volume : 21/11 veh/TimePeriod *
Heavy truck volume : 207/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.46
Day (16 hrs) % of Total Volume : 66.27

Data for Segment # 5: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 8: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 9: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	0.00	-1.46	0.00	0.00	0.00	55.61

Segment Leq : 55.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 36.37 + 0.00) = 36.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-25.24	-1.46	0.00	0.00	0.00	36.37

Segment Leq : 36.37 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 67.49 + 0.00) = 67.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.03	0.00	-13.13	-1.41	0.00	0.00	0.00	67.49

Segment Leq : 67.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 62.69 + 0.00) = 62.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.45	0.00	-14.35	-1.41	0.00	0.00	0.00	62.69

Segment Leq : 62.69 dBA

Results segment # 5: ECR rmp 2401 (day)

Source height = 2.07 m

ROAD (0.00 + 44.17 + 0.00) = 44.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.57	0.00	-15.98	-1.43	0.00	0.00	0.00	44.17

Segment Leq : 44.17 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-22.83	-1.46	0.00	0.00	0.00	52.38

Segment Leq : 52.38 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 50.85 + 0.00) = 50.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-23.24	-1.46	0.00	0.00	0.00	50.85

Segment Leq : 50.85 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-23.36	-1.45	0.00	0.00	0.00	46.24

Segment Leq : 46.24 dBA

Results segment # 9: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 69.19 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-1.27	-1.35	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 31.46 + 0.00) = 31.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-24.22	-1.34	0.00	0.00	0.00	31.46

Segment Leq : 31.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 65.35 + 0.00) = 65.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.22	0.00	-12.61	-1.25	0.00	0.00	0.00	65.35

Segment Leq : 65.35 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.85 + 0.00) = 61.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.84	0.00	-13.74	-1.25	0.00	0.00	0.00	61.85

Segment Leq : 61.85 dBA

Results segment # 5: ECR rmp 2401 (night)

Source height = 2.07 m

ROAD (0.00 + 45.12 + 0.00) = 45.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.64	0.00	-15.24	-1.27	0.00	0.00	0.00	45.12

Segment Leq : 45.12 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.93 + 0.00) = 45.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-21.68	-1.31	0.00	0.00	0.00	45.93

Segment Leq : 45.93 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 45.04 + 0.00) = 45.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-22.11	-1.31	0.00	0.00	0.00	45.04

Segment Leq : 45.04 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 43.61 + 0.00) = 43.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-21.50	-1.29	0.00	0.00	0.00	43.61

Segment Leq : 43.61 dBA

Results segment # 9: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.08 + 0.00) = 42.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-5.89	-1.35	0.00	0.00	0.00	42.08

Segment Leq : 42.08 dBA

Total Leq All Segments: 67.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.19
(NIGHT): 67.12

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-21.74	-1.46	0.00	0.00	0.00	39.98

Segment Leq : 39.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.51 + 0.00) = 39.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-22.11	-1.46	0.00	0.00	0.00	39.51

Segment Leq : 39.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.03	0.00	-11.38	-0.42	0.00	0.00	-16.07	54.16

Segment Leq : 54.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.45	0.00	-11.99	-0.42	0.00	0.00	-16.09	49.95

Segment Leq : 49.95 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-24.11	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 49.66 + 0.00) = 49.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-24.44	-1.46	0.00	0.00	0.00	49.66

Segment Leq : 49.66 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-17.56	-1.45	0.00	0.00	0.00	52.04

Segment Leq : 52.04 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-23.37	-1.46	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 45.32 + 0.00) = 45.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-19.35	-1.46	0.00	0.00	0.00	45.32

Segment Leq : 45.32 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 59.46 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

ROAD (0.00 + 33.61 + 0.00) = 33.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-20.72	-1.33	0.00	0.00	0.00	33.61

 Segment Leq : 33.61 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-21.12	-1.34	0.00	0.00	0.00	34.57

 Segment Leq : 34.57 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.22	0.00	-10.58	-0.18	0.00	0.00	-15.93	52.52

 Segment Leq : 52.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 49.58 + 0.00) = 49.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.84	0.00	-11.11	-0.18	0.00	0.00	-15.97	49.58

Segment Leq : 49.58 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.88	-1.31	0.00	0.00	0.00	44.73

Segment Leq : 44.73 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-23.23	-1.31	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-16.49	-1.29	0.00	0.00	0.00	48.61

Segment Leq : 48.61 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.32	0.00	-22.30	-1.33	0.00	0.00	0.00	32.69

Segment Leq : 32.69 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.58 + 0.00) = 39.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-18.41	-1.33	0.00	0.00	0.00	39.58

Segment Leq : 39.58 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 56.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.46
(NIGHT): 56.66

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-21.74	-1.46	0.00	0.00	0.00	39.98

Segment Leq : 39.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.51 + 0.00) = 39.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-22.11	-1.46	0.00	0.00	0.00	39.51

Segment Leq : 39.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.03	0.00	-6.46	-0.42	0.00	0.00	-15.69	59.46

Segment Leq : 59.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.45	0.00	-7.82	-0.42	0.00	0.00	-15.84	54.37

Segment Leq : 54.37 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-24.11	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 49.66 + 0.00) = 49.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-24.44	-1.46	0.00	0.00	0.00	49.66

Segment Leq : 49.66 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-17.00	-1.45	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-23.37	-1.46	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-18.63	-1.46	0.00	0.00	0.00	46.04

Segment Leq : 46.04 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 62.32 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

ROAD (0.00 + 33.61 + 0.00) = 33.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-20.72	-1.33	0.00	0.00	0.00	33.61

 Segment Leq : 33.61 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-21.12	-1.34	0.00	0.00	0.00	34.57

 Segment Leq : 34.57 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 57.57 + 0.00) = 57.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.22	0.00	-6.12	-0.18	0.00	0.00	-15.34	57.57

 Segment Leq : 57.57 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.84	0.00	-7.40	-0.18	0.00	0.00	-15.54	53.72

Segment Leq : 53.72 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.88	-1.31	0.00	0.00	0.00	44.73

Segment Leq : 44.73 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-23.23	-1.31	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-15.95	-1.29	0.00	0.00	0.00	49.16

Segment Leq : 49.16 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 32.56 + 0.00) = 32.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.32	0.00	-22.43	-1.33	0.00	0.00	0.00	32.56

Segment Leq : 32.56 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-17.71	-1.33	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 60.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.32
(NIGHT): 60.05

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-17.91	-1.46	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-18.42	-1.46	0.00	0.00	0.00	43.20

Segment Leq : 43.20 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.77	!	2.77

ROAD (0.00 + 51.27 + 0.00) = 51.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.45	0.00	-9.84	-0.10	0.00	0.00	-17.24	51.27

Segment Leq : 51.27 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.83	!	2.83

ROAD (0.00 + 55.52 + 0.00) = 55.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.03	0.00	-9.20	-0.10	0.00	0.00	-17.22	55.52

Segment Leq : 55.52 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.78	1.78

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-7.57	0.00	0.00	0.00	-15.61	47.86

Segment Leq : 47.86 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.05	1.05

ROAD (0.00 + 37.92 + 0.00) = 37.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-9.82	0.00	0.00	0.00	-18.40	37.92

Segment Leq : 37.92 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 58.97 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 37.55 + 0.00) = 37.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-16.78	-1.33	0.00	0.00	0.00	37.55

Segment Leq : 37.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 38.22 + 0.00) = 38.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-17.46	-1.34	0.00	0.00	0.00	38.22

Segment Leq : 38.22 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 50.64 + 0.00) = 50.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-9.08	0.00	0.00	0.00	-17.11	50.64

Segment Leq : 50.64 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.04	!	3.04

ROAD (0.00 + 53.77 + 0.00) = 53.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.39	0.00	0.00	0.00	-17.06	53.77

Segment Leq : 53.77 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.87	!	1.87

ROAD (0.00 + 44.15 + 0.00) = 44.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-6.80	0.00	0.00	0.00	-15.44	44.15

Segment Leq : 44.15 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.11	!	1.11

ROAD (0.00 + 31.60 + 0.00) = 31.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-9.37	0.00	0.00	0.00	-18.35	31.60

Segment Leq : 31.60 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 56.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.97
(NIGHT): 56.76

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-17.91	-1.46	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-18.42	-1.46	0.00	0.00	0.00	43.20

Segment Leq : 43.20 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.86	!	2.86

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.45	0.00	-8.92	-0.10	0.00	0.00	-17.20	52.23

Segment Leq : 52.23 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 56.71 + 0.00) = 56.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.03	0.00	-8.06	-0.10	0.00	0.00	-17.16	56.71

Segment Leq : 56.71 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.81	1.81

ROAD (0.00 + 49.29 + 0.00) = 49.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-6.22	0.00	0.00	0.00	-15.54	49.29

Segment Leq : 49.29 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.08	1.08

ROAD (0.00 + 38.80 + 0.00) = 38.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-8.95	0.00	0.00	0.00	-18.38	38.80

Segment Leq : 38.80 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 59.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 37.55 + 0.00) = 37.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-16.78	-1.33	0.00	0.00	0.00	37.55

Segment Leq : 37.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 38.22 + 0.00) = 38.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-17.46	-1.34	0.00	0.00	0.00	38.22

Segment Leq : 38.22 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.13	3.13

ROAD (0.00 + 51.98 + 0.00) = 51.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-7.85	0.00	0.00	0.00	-17.00	51.98

Segment Leq : 51.98 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.29	!	3.29

ROAD (0.00 + 55.36 + 0.00) = 55.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-6.96	0.00	0.00	0.00	-16.90	55.36

Segment Leq : 55.36 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.98	!	1.98

ROAD (0.00 + 46.45 + 0.00) = 46.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-4.85	0.00	0.00	0.00	-15.10	46.45

Segment Leq : 46.45 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.16	!	1.16

ROAD (0.00 + 32.65 + 0.00) = 32.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.36	0.00	0.00	0.00	-18.31	32.65

Segment Leq : 32.65 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 58.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.82
(NIGHT): 58.06

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4450/427 veh/TimePeriod *
Medium truck volume : 41/4 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.25
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.18 0.00 -13.97 -1.33 0.00 0.00 -5.01 42.87
-----
  
```

Segment Leq : 42.87 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.07	0.00	-14.91	-1.34	0.00	0.00	-5.01	41.82

Segment Leq : 41.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 62.69 + 0.00) = 62.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	82.25	0.00	-9.64	-0.97	0.00	0.00	-8.95	62.69

Segment Leq : 62.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.26	!	2.26

ROAD (0.00 + 57.79 + 0.00) = 57.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	79.49	0.00	-10.95	-0.99	0.00	0.00	-9.76	57.79

Segment Leq : 57.79 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	1.36	!	1.36

ROAD (0.00 + 49.96 + 0.00) = 49.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-3.01	0.00	0.00	0.00	-5.09	49.96

Segment Leq : 49.96 dBA

Total Leq All Segments: 64.14 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	4.40 !	4.40

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	55.66	0.00	-13.01	-1.17	0.00	0.00	-0.07	41.42*
-90	90	0.59	55.66	0.00	-13.80	-1.33	0.00	0.00	0.00	40.53

* Bright Zone !

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	4.41 !	4.41

ROAD (0.00 + 40.93 + 0.00) = 40.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.02	0.00	-13.91	-1.17	0.00	0.00	-0.07	41.87*
-90	90	0.59	57.02	0.00	-14.76	-1.34	0.00	0.00	0.00	40.93

* Bright Zone !

Segment Leq : 40.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.78	!	2.78

ROAD (0.00 + 60.64 + 0.00) = 60.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	78.30	0.00	-8.78	-0.78	0.00	0.00	-8.10	60.64

Segment Leq : 60.64 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	2.46	!	2.46

ROAD (0.00 + 54.69 + 0.00) = 54.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	74.68	0.00	-10.06	-0.80	0.00	0.00	-9.12	54.69

Segment Leq : 54.69 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.82	!	4.50	!	5.73	!	5.73

ROAD (0.00 + 50.14 + 0.00) = 50.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.93	0.00	-0.79	0.00	0.00	0.00	99.00	149.14
-90	90	0.00	50.93	0.00	-0.79	0.00	0.00	0.00	0.00	50.14

* Bright Zone !

Segment Leq : 50.14 dBA

Total Leq All Segments: 61.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.14
(NIGHT): 61.99

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7395/627 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8072
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.41
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7587/838 veh/TimePeriod *
Medium truck volume : 91/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8577
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 90.05

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4450/427 veh/TimePeriod *
Medium truck volume : 41/4 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.25
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.68 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.63 0.00 -7.97 0.00 0.00 0.00 -10.36 43.30
-----
  
```

Segment Leq : 43.30 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	1.50	-0.55	1.45

ROAD (0.00 + 43.86 + 0.00) = 43.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.73	0.00	-8.61	0.00	0.00	0.00	-10.25	43.86

Segment Leq : 43.86 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.42	2.42

ROAD (0.00 + 76.81 + 0.00) = 76.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.25	0.00	-5.44	0.00	0.00	0.00	-4.34	72.46*
-90	90	0.00	82.25	0.00	-5.44	0.00	0.00	0.00	0.00	76.81

* Bright Zone !

Segment Leq : 76.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	1.50	2.17	2.17

ROAD (0.00 + 72.77 + 0.00) = 72.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-6.72	0.00	0.00	0.00	-4.91	67.86*
-90	90	0.00	79.49	0.00	-6.72	0.00	0.00	0.00	0.00	72.77

* Bright Zone !

Segment Leq : 72.77 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	-0.60	1.40

ROAD (0.00 + 41.38 + 0.00) = 41.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-6.09	0.00	0.00	0.00	-10.58	41.38

Segment Leq : 41.38 dBA

Total Leq All Segments: 78.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.63	!	4.50	!	2.24	!	4.24

ROAD (0.00 + 46.02 + 0.00) = 46.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.85	0.00	-7.83	0.00	0.00	0.00	-4.45	41.57*
-90	90	0.00	53.85	0.00	-7.83	0.00	0.00	0.00	0.00	46.02

* Bright Zone !

Segment Leq : 46.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	2.29	!	4.29

ROAD (0.00 + 47.66 + 0.00) = 47.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.15	0.00	-8.49	0.00	0.00	0.00	-4.30	43.36*
-90	90	0.00	56.15	0.00	-8.49	0.00	0.00	0.00	0.00	47.66

* Bright Zone !

Segment Leq : 47.66 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	2.76	2.76

ROAD (0.00 + 73.12 + 0.00) = 73.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.30	0.00	-5.19	0.00	0.00	0.00	-2.26	70.85*
-90	90	0.00	78.30	0.00	-5.19	0.00	0.00	0.00	0.00	73.12

* Bright Zone !

Segment Leq : 73.12 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	4.50	2.42	2.42

ROAD (0.00 + 68.14 + 0.00) = 68.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-6.53	0.00	0.00	0.00	-4.38	63.76*
-90	90	0.00	74.68	0.00	-6.53	0.00	0.00	0.00	0.00	68.14

* Bright Zone !

Segment Leq : 68.14 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.82	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.93	0.00	-6.30	0.00	0.00	0.00	-5.00	39.63

Segment Leq : 39.63 dBA

Total Leq All Segments: 74.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 78.26
(NIGHT): 74.34

Filename: s_hi_lgb.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-17.95	-1.46	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 42.90 + 0.00) = 42.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-18.60	-1.46	0.00	0.00	0.00	42.90

Segment Leq : 42.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 67.71 + 0.00) = 67.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.95	0.00	-11.83	-1.41	0.00	0.00	0.00	67.71

Segment Leq : 67.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 63.30 + 0.00) = 63.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.09	0.00	-13.38	-1.42	0.00	0.00	0.00	63.30

Segment Leq : 63.30 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-13.95	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-10.66	-1.46	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 69.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 35.04 + 0.00) = 35.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.37	0.00	-17.87	-1.46	0.00	0.00	0.00	35.04

Segment Leq : 35.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 36.01 + 0.00) = 36.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.96	0.00	-18.49	-1.46	0.00	0.00	0.00	36.01

Segment Leq : 36.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.07 + 0.00) = 63.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	76.04	0.00	-11.55	-1.41	0.00	0.00	0.00	63.07

Segment Leq : 63.07 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 58.23 + 0.00) = 58.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	72.73	0.00	-13.08	-1.42	0.00	0.00	0.00	58.23

Segment Leq : 58.23 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 43.51 + 0.00) = 43.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.63	0.00	-13.66	-1.46	0.00	0.00	0.00	43.51

Segment Leq : 43.51 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 50.09 + 0.00) = 50.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.75	0.00	-10.21	-1.46	0.00	0.00	0.00	50.09

Segment Leq : 50.09 dBA

Total Leq All Segments: 64.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.21
(NIGHT): 64.51

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 20654/1627 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 37.49 + 0.00) = 37.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-23.07	-1.46	0.00	0.00	0.00	37.49

Segment Leq : 37.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-23.40	-1.46	0.00	0.00	0.00	38.10

Segment Leq : 38.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.95	0.00	-14.47	-0.71	0.00	0.00	-13.64	52.13

Segment Leq : 52.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.40	2.40

ROAD (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.09	0.00	-14.98	-0.72	0.00	0.00	-13.88	48.52

Segment Leq : 48.52 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 41.53 + 0.00) = 41.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-20.70	-1.46	0.00	0.00	0.00	41.53

Segment Leq : 41.53 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 46.85 + 0.00) = 46.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-16.73	-1.46	0.00	0.00	0.00	46.85

Segment Leq : 46.85 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.21	0.00	-4.96	0.00	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Total Leq All Segments: 59.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 30.95 + 0.00) = 30.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.37	0.00	-22.08	-1.34	0.00	0.00	0.00	30.95

Segment Leq : 30.95 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 32.33 + 0.00) = 32.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-22.30	-1.33	0.00	0.00	0.00	32.33

Segment Leq : 32.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.62	2.62

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.04	0.00	-13.30	-0.50	0.00	0.00	-13.46	48.79

Segment Leq : 48.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.48	2.48

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	72.73	0.00	-13.78	-0.50	0.00	0.00	-13.71	44.73

Segment Leq : 44.73 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 37.57 + 0.00) = 37.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.63	0.00	-19.72	-1.34	0.00	0.00	0.00	37.57

Segment Leq : 37.57 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.75	0.00	-15.61	-1.33	0.00	0.00	0.00	44.82

Segment Leq : 44.82 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.18	0.00	-2.22	0.00	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Total Leq All Segments: 55.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.90
(NIGHT): 55.35

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 212.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 20654/1627 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.29	0.00	-23.30	-1.46	0.00	0.00	0.00	40.53

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 38.97 + 0.00) = 38.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-23.65	-1.46	0.00	0.00	0.00	38.97

Segment Leq : 38.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.53	2.53

ROAD (0.00 + 51.81 + 0.00) = 51.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.95	0.00	-14.78	-0.71	0.00	0.00	-13.65	51.81

Segment Leq : 51.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.39	2.39

ROAD (0.00 + 48.25 + 0.00) = 48.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.09	0.00	-15.25	-0.72	0.00	0.00	-13.89	48.25

Segment Leq : 48.25 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.05 + 0.00) = 55.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.21	0.00	-6.70	-1.46	0.00	0.00	0.00	55.05

Segment Leq : 55.05 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 39.17 + 0.00) = 39.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.67	0.00	-21.04	-1.46	0.00	0.00	0.00	39.17

Segment Leq : 39.17 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 43.03 + 0.00) = 43.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.73	0.00	-16.25	-1.46	0.00	0.00	0.00	43.03

Segment Leq : 43.03 dBA

Total Leq All Segments: 57.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 33.80 + 0.00) = 33.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.15	0.00	-22.02	-1.33	0.00	0.00	0.00	33.80

Segment Leq : 33.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 33.14 + 0.00) = 33.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.81	0.00	-22.33	-1.34	0.00	0.00	0.00	33.14

Segment Leq : 33.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.62	2.62

ROAD (0.00 + 48.73 + 0.00) = 48.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.04	0.00	-13.35	-0.50	0.00	0.00	-13.46	48.73

Segment Leq : 48.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.48	2.48

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	72.73	0.00	-13.83	-0.50	0.00	0.00	-13.72	44.68

Segment Leq : 44.68 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.18	0.00	-4.08	-1.35	0.00	0.00	0.00	49.75

Segment Leq : 49.75 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.77 m

ROAD (0.00 + 35.77 + 0.00) = 35.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.90	0.00	-19.80	-1.34	0.00	0.00	0.00	35.77

Segment Leq : 35.77 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 42.03 + 0.00) = 42.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	58.23	0.00	-14.85	-1.35	0.00	0.00	0.00	42.03

Segment Leq : 42.03 dBA

Total Leq All Segments: 53.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.68
(NIGHT): 53.48

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 199.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 42.92 + 0.00) = 42.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.29	0.00	-20.92	-1.46	0.00	0.00	0.00	42.92

Segment Leq : 42.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-21.23	-1.46	0.00	0.00	0.00	41.40

Segment Leq : 41.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.95	0.00	-11.96	-0.26	0.00	0.00	-16.80	51.93

Segment Leq : 51.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.49	2.49

ROAD (0.00 + 48.49 + 0.00) = 48.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	78.09	0.00	-12.45	-0.27	0.00	0.00	-16.88	48.49

Segment Leq : 48.49 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	1.50	0.80	0.80

ROAD (0.00 + 31.71 + 0.00) = 31.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	61.67	0.00	-18.21	-1.29	0.00	0.00	-10.46	31.71

Segment Leq : 31.71 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.65	0.65

ROAD (0.00 + 32.25 + 0.00) = 32.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	60.73	0.00	-16.10	-1.30	0.00	0.00	-11.09	32.25

Segment Leq : 32.25 dBA

Total Leq All Segments: 54.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 35.93 + 0.00) = 35.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.15	0.00	-19.90	-1.33	0.00	0.00	0.00	35.93

Segment Leq : 35.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 35.21 + 0.00) = 35.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.81	0.00	-20.26	-1.34	0.00	0.00	0.00	35.21

Segment Leq : 35.21 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.04	0.00	-10.86	-0.01	0.00	0.00	-16.71	48.46

Segment Leq : 48.46 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.58	2.58

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.01	72.73	0.00	-11.32	-0.02	0.00	0.00	-16.80	44.60

Segment Leq : 44.60 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	4.50	!	0.82	!	0.82

ROAD (0.00 + 28.34 + 0.00) = 28.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.90	0.00	-17.07	-1.12	0.00	0.00	-10.36	28.34

Segment Leq : 28.34 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.64 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.64	!	4.50	!	0.71	!	0.71

ROAD (0.00 + 31.39 + 0.00) = 31.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	58.23	0.00	-14.92	-1.13	0.00	0.00	-10.80	31.39

Segment Leq : 31.39 dBA

Total Leq All Segments: 50.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.20
(NIGHT): 50.35

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7216/681 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6219/632 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6864
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.44 + 0.00) = 42.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.87	0.00	-16.97	-1.46	0.00	0.00	0.00	42.44

Segment Leq : 42.44 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.26 + 0.00) = 41.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.43	0.00	-17.71	-1.46	0.00	0.00	0.00	41.26

Segment Leq : 41.26 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 65.80 + 0.00) = 65.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.70	0.00	-14.49	-1.41	0.00	0.00	0.00	65.80

Segment Leq : 65.80 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 62.71 + 0.00) = 62.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.69	0.00	-15.56	-1.42	0.00	0.00	0.00	62.71

Segment Leq : 62.71 dBA

Total Leq All Segments: 67.56 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.78 + 0.00) = 35.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.63	0.00	-16.49	-1.35	0.00	0.00	0.00	35.78

Segment Leq : 35.78 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.85 + 0.00) = 34.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-17.19	-1.35	0.00	0.00	0.00	34.85

Segment Leq : 34.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 62.64 + 0.00) = 62.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.76	0.00	-13.86	-1.26	0.00	0.00	0.00	62.64

Segment Leq : 62.64 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.23	0.00	-14.85	-1.26	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Total Leq All Segments: 64.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.56
(NIGHT): 64.25

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 188.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 14141/991   veh/TimePeriod *
Medium truck volume :    21/1     veh/TimePeriod *
Heavy truck volume  :    11/1     veh/TimePeriod *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.15
Heavy Truck % of Total Volume     : 0.08
Day (16 hrs) % of Total Volume    : 93.45
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0         (No woods.)
No of house rows   :      0 / 0
Surface            :      1         (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height    :   1.50 / 4.50 m
Topography        :      1         (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-19.88	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.27 + 0.00) = 40.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-20.35	-1.46	0.00	0.00	0.00	40.27

Segment Leq : 40.27 dBA

Results segment # 3: Hwy 401 SB (day)

 Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.39	2.39

ROAD (0.00 + 62.14 + 0.00) = 62.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	81.70	0.00	-16.82	-1.20	0.00	0.00	-4.49	59.20*
-90	90	0.63	81.70	0.00	-18.15	-1.41	0.00	0.00	0.00	62.14

* Bright Zone !

Segment Leq : 62.14 dBA

Results segment # 4: Hwy 401 NB (day)

 Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.25	2.25

ROAD (0.00 + 59.44 + 0.00) = 59.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	79.69	0.00	-17.45	-1.21	0.00	0.00	-4.80	56.22*
-90	90	0.64	79.69	0.00	-18.83	-1.42	0.00	0.00	0.00	59.44

* Bright Zone !

Segment Leq : 59.44 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.53 m

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.86	0.00	-5.68	-1.46	0.00	0.00	0.00	54.72

Segment Leq : 54.72 dBA

Total Leq All Segments: 64.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.54 + 0.00) = 31.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-18.96	-1.35	0.00	0.00	0.00	31.54

Segment Leq : 31.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-19.42	-1.35	0.00	0.00	0.00	35.30

Segment Leq : 35.30 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.48	2.48

ROAD (0.00 + 59.60 + 0.00) = 59.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	77.76	0.00	-15.59	-1.03	0.00	0.00	-4.20	56.95*
-90	90	0.54	77.76	0.00	-16.90	-1.26	0.00	0.00	0.00	59.60

* Bright Zone !

Segment Leq : 59.60 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	2.33	2.33

ROAD (0.00 + 56.37 + 0.00) = 56.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	75.23	0.00	-16.24	-1.04	0.00	0.00	-4.64	53.31*
-90	90	0.55	75.23	0.00	-17.60	-1.26	0.00	0.00	0.00	56.37

* Bright Zone !

Segment Leq : 56.37 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.56 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.36	0.00	-2.34	-1.35	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Total Leq All Segments: 61.59 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.52
(NIGHT): 61.59

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 14141/991   veh/TimePeriod  *
Medium truck volume :    21/1     veh/TimePeriod  *
Heavy truck volume  :    11/1     veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.15
Heavy Truck % of Total Volume    : 0.08
Day (16 hrs) % of Total Volume   : 93.45

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0           (No woods.)
No of house rows :      0 / 0
Surface         :      1           (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography      :      1           (Flat/gentle slope; no barrier)
Reference angle :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.61 + 0.00) = 39.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-19.39	-1.46	0.00	0.00	0.00	39.61

Segment Leq : 39.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.72 + 0.00) = 40.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-19.90	-1.46	0.00	0.00	0.00	40.72

Segment Leq : 40.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.39	2.39

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	81.70	0.00	-16.25	-1.20	0.00	0.00	-4.48	59.78*
-90	90	0.63	81.70	0.00	-17.54	-1.41	0.00	0.00	0.00	62.75

* Bright Zone !

Segment Leq : 62.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.25	2.25

ROAD (0.00 + 59.99 + 0.00) = 59.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	79.69	0.00	-16.93	-1.21	0.00	0.00	-4.80	56.75*
-90	90	0.64	79.69	0.00	-18.27	-1.42	0.00	0.00	0.00	59.99

* Bright Zone !

Segment Leq : 59.99 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.53 m

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.86	0.00	-5.68	-1.46	0.00	0.00	0.00	54.72

Segment Leq : 54.72 dBA

Total Leq All Segments: 65.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-18.47	-1.35	0.00	0.00	0.00	32.02

Segment Leq : 32.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.76 + 0.00) = 35.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-18.97	-1.35	0.00	0.00	0.00	35.76

Segment Leq : 35.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.49	2.49

ROAD (0.00 + 60.16 + 0.00) = 60.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	77.76	0.00	-15.07	-1.03	0.00	0.00	-4.15	57.51*
-90	90	0.54	77.76	0.00	-16.34	-1.26	0.00	0.00	0.00	60.16

* Bright Zone !

Segment Leq : 60.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	2.34	2.34

ROAD (0.00 + 56.91 + 0.00) = 56.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	75.23	0.00	-15.74	-1.04	0.00	0.00	-4.62	53.84*
-90	90	0.55	75.23	0.00	-17.06	-1.26	0.00	0.00	0.00	56.91

* Bright Zone !

Segment Leq : 56.91 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.56 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.36	0.00	-2.34	-1.35	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Total Leq All Segments: 62.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.05
(NIGHT): 62.11

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 14141/991 veh/TimePeriod *
Medium truck volume : 21/1 veh/TimePeriod *
Heavy truck volume : 11/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.08
Day (16 hrs) % of Total Volume : 93.45

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-8.94	0.00	0.00	0.00	0.00	50.96

Segment Leq : 50.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 53.04 + 0.00) = 53.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-9.49	0.00	0.00	0.00	0.00	53.04

Segment Leq : 53.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.81	2.81

ROAD (0.00 + 59.85 + 0.00) = 59.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-6.96	0.00	0.00	0.00	-14.90	59.85

Segment Leq : 59.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.59	2.59

ROAD (0.00 + 56.59 + 0.00) = 56.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-7.90	0.00	0.00	0.00	-15.20	56.59

Segment Leq : 56.59 dBA

Results segment # 5: Cousineau (day)

Source height = 0.53 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.86	0.00	-4.37	0.00	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 63.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.19 + 0.00) = 43.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-8.83	0.00	0.00	0.00	0.00	43.19

Segment Leq : 43.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-9.40	0.00	0.00	0.00	0.00	45.94

Segment Leq : 45.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.06	3.06

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-6.78	0.00	0.00	0.00	-14.40	56.58

Segment Leq : 56.58 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.79 !	2.79

ROAD (0.00 + 52.65 + 0.00) = 52.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-7.76	0.00	0.00	0.00	-14.82	52.65

Segment Leq : 52.65 dBA

Results segment # 5: Cousineau (night)

Source height = 0.56 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.36	0.00	-3.68	0.00	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Total Leq All Segments: 58.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.63
(NIGHT): 58.99

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 14141/991   veh/TimePeriod  *
Medium truck volume :    21/1     veh/TimePeriod  *
Heavy truck volume  :    11/1     veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.15
Heavy Truck % of Total Volume     : 0.08
Day (16 hrs) % of Total Volume   : 93.45

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle  : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.16	0.00	0.00	0.00	0.00	52.74

Segment Leq : 52.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 54.56 + 0.00) = 54.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-7.97	0.00	0.00	0.00	0.00	54.56

Segment Leq : 54.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	3.31	3.31

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-3.74	0.00	0.00	0.00	-14.23	63.73

Segment Leq : 63.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.86	2.86

ROAD (0.00 + 59.30 + 0.00) = 59.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-5.52	0.00	0.00	0.00	-14.86	59.30

Segment Leq : 59.30 dBA

Results segment # 5: Cousineau (day)

Source height = 0.53 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.86	0.00	-4.37	0.00	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 66.28 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.03 + 0.00) = 45.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.99	0.00	0.00	0.00	0.00	45.03

Segment Leq : 45.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 47.50 + 0.00) = 47.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-7.83	0.00	0.00	0.00	0.00	47.50

Segment Leq : 47.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.91	3.91

ROAD (0.00 + 61.52 + 0.00) = 61.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-3.36	0.00	0.00	0.00	-12.89	61.52

Segment Leq : 61.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	3.23 !	3.23

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-5.27	0.00	0.00	0.00	-14.12	55.84

Segment Leq : 55.84 dBA

Results segment # 5: Cousineau (night)

Source height = 0.56 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.36	0.00	-3.68	0.00	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Total Leq All Segments: 62.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.28
(NIGHT): 62.97

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-15.97	-1.46	0.00	0.00	0.00	42.47

Segment Leq : 42.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-16.77	-1.46	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 67.23 + 0.00) = 67.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.70	0.00	-13.06	-1.41	0.00	0.00	0.00	67.23

Segment Leq : 67.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 63.86 + 0.00) = 63.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.69	0.00	-14.40	-1.42	0.00	0.00	0.00	63.86

Segment Leq : 63.86 dBA

Total Leq All Segments: 68.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.07 + 0.00) = 35.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-15.59	-1.35	0.00	0.00	0.00	35.07

Segment Leq : 35.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-16.32	-1.35	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.76	0.00	-12.62	-1.26	0.00	0.00	0.00	63.88

Segment Leq : 63.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 60.18 + 0.00) = 60.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.23	0.00	-13.79	-1.26	0.00	0.00	0.00	60.18

Segment Leq : 60.18 dBA

Total Leq All Segments: 65.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.90
(NIGHT): 65.43

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-11.60	-1.46	0.00	0.00	0.00	46.84

Segment Leq : 46.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 48.32 + 0.00) = 48.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-12.76	-1.46	0.00	0.00	0.00	48.32

Segment Leq : 48.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

ROAD (0.00 + 75.02 + 0.00) = 75.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.70	0.00	-5.27	-1.41	0.00	0.00	0.00	75.02

Segment Leq : 75.02 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 69.77 + 0.00) = 69.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.69	0.00	-8.50	-1.42	0.00	0.00	0.00	69.77

Segment Leq : 69.77 dBA

Total Leq All Segments: 76.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.21 + 0.00) = 39.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-11.46	-1.35	0.00	0.00	0.00	39.21

Segment Leq : 39.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-12.59	-1.35	0.00	0.00	0.00	41.40

Segment Leq : 41.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

ROAD (0.00 + 70.92 + 0.00) = 70.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	77.76	0.00	-5.59	-1.26	0.00	0.00	0.00	70.92

Segment Leq : 70.92 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 65.54 + 0.00) = 65.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.23	0.00	-8.43	-1.26	0.00	0.00	0.00	65.54

Segment Leq : 65.54 dBA

Total Leq All Segments: 72.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.17
(NIGHT): 72.03

Filename: s_jk_3b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 27708/1980 veh/TimePeriod *
Medium truck volume : 370/26 veh/TimePeriod *
Heavy truck volume : 184/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 93.33

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.24 + 0.00) = 39.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-19.20	-1.46	0.00	0.00	0.00	39.24

Segment Leq : 39.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 41.39 + 0.00) = 41.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-19.68	-1.46	0.00	0.00	0.00	41.39

Segment Leq : 41.39 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 54.67 + 0.00) = 54.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.54	0.00	-11.23	-0.57	0.00	0.00	-15.07	54.67

Segment Leq : 54.67 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.45	2.45

ROAD (0.00 + 51.76 + 0.00) = 51.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-11.99	-0.58	0.00	0.00	-15.36	51.76

Segment Leq : 51.76 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 57.80 + 0.00) = 57.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.49	0.00	-9.23	-1.46	0.00	0.00	0.00	57.80

Segment Leq : 57.80 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.88 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.46	0.00	-9.85	-1.46	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 60.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.27 + 0.00) = 31.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	52.02	0.00	-19.30	-1.46	0.00	0.00	0.00	31.27

Segment Leq : 31.27 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 34.10 + 0.00) = 34.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.33	0.00	-19.77	-1.46	0.00	0.00	0.00	34.10

Segment Leq : 34.10 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.66	2.66

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	77.72	0.00	-11.36	-0.57	0.00	0.00	-15.08	50.72

Segment Leq : 50.72 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.45	2.45

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	75.23	0.00	-12.10	-0.58	0.00	0.00	-15.37	47.19

Segment Leq : 47.19 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.02	0.00	-9.62	-1.46	0.00	0.00	0.00	48.94

Segment Leq : 48.94 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.90 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.49	0.00	-10.21	-1.46	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Total Leq All Segments: 54.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.49
(NIGHT): 54.28

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 27708/1980 veh/TimePeriod *
Medium truck volume : 370/26 veh/TimePeriod *
Heavy truck volume : 184/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 93.33

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17
  
```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.46	0.00	-12.15	0.00	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.77	0.00	-12.44	0.00	0.00	0.00	0.00	53.33

Segment Leq : 53.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-8.22	0.00	0.00	0.00	-8.78	64.54

Segment Leq : 64.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 60.68 + 0.00) = 60.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-8.94	0.00	0.00	0.00	-8.85	60.68

Segment Leq : 60.68 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.96	0.96

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.60	0.00	0.00	0.00	-15.47	38.27

Segment Leq : 38.27 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 59.42 + 0.00) = 59.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.49	0.00	-9.07	0.00	0.00	0.00	0.00	59.42

Segment Leq : 59.42 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.53 m

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-12.27	0.00	0.00	0.00	0.00	56.14

Segment Leq : 56.14 dBA

Total Leq All Segments: 67.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-11.80	0.00	0.00	0.00	0.00	45.98

Segment Leq : 45.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-12.11	0.00	0.00	0.00	0.00	45.95

Segment Leq : 45.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 62.39 + 0.00) = 62.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-7.35	0.00	0.00	0.00	-7.98	62.39

Segment Leq : 62.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.73 !	2.73

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-8.26	0.00	0.00	0.00	-8.22	57.69

Segment Leq : 57.69 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	1.02 !	1.02

ROAD (0.00 + 33.49 + 0.00) = 33.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-8.99	0.00	0.00	0.00	-15.27	33.49

Segment Leq : 33.49 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.02	0.00	-8.99	0.00	0.00	0.00	0.00	51.03

Segment Leq : 51.03 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.53 m

ROAD (0.00 + 52.22 + 0.00) = 52.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-11.93	0.00	0.00	0.00	0.00	52.22

Segment Leq : 52.22 dBA

Total Leq All Segments: 64.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.59
(NIGHT): 64.31

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14703/3035 veh/TimePeriod *
Medium truck volume : 724/149 veh/TimePeriod *
Heavy truck volume : 5022/1037 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24670
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 24.56
Day (16 hrs) % of Total Volume : 82.89

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13457/2904 veh/TimePeriod *
Medium truck volume : 941/203 veh/TimePeriod *
Heavy truck volume : 7845/1693 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27043
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 35.27
Day (16 hrs) % of Total Volume : 82.25

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.23 m

ROAD (0.00 + 63.83 + 0.00) = 63.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.16	0.00	-14.91	-1.42	0.00	0.00	0.00	63.83

Segment Leq : 63.83 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 66.53 + 0.00) = 66.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.87	0.00	-13.93	-1.41	0.00	0.00	0.00	66.53

Segment Leq : 66.53 dBA

Total Leq All Segments: 68.40 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.23 m

ROAD (0.00 + 60.80 + 0.00) = 60.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-14.26	-1.26	0.00	0.00	0.00	60.80

Segment Leq : 60.80 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.22	0.00	-13.35	-1.25	0.00	0.00	0.00	63.62

Segment Leq : 63.62 dBA

Total Leq All Segments: 65.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.40
(NIGHT): 65.45

**APPENDIX B.4.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2A 2035**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5556/675 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.17
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.22 -1.23 0.00 0.00 -13.80 39.37
-----
```

Segment Leq : 39.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.76 !	2.76

ROAD (0.00 + 56.05 + 0.00) = 56.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-9.68	0.00	0.00	0.00	-17.25	56.05

Segment Leq : 56.05 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.82	!	2.82

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-9.05	0.00	0.00	0.00	-17.22	53.08

Segment Leq : 53.08 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 45.37 + 0.00) = 45.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-10.33	0.00	0.00	0.00	-15.70	45.37

Segment Leq : 45.37 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.10 !	1.10

ROAD (0.00 + 39.40 + 0.00) = 39.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-8.61	0.00	0.00	0.00	-18.37	39.40

Segment Leq : 39.40 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.51	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.02

Segment Leq : 32.02 dBA

Total Leq All Segments: 58.26 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	2.44	4.44

ROAD (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.72*
-90	90	0.59	56.14	0.00	-9.20	-1.33	0.00	0.00	0.00	45.61

* Bright Zone !

Segment Leq : 45.61 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.42	4.42

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-6.75	-1.07	0.00	0.00	-5.00	44.25

 Segment Leq : 44.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.90	!	2.90

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-9.49	0.00	0.00	0.00	-17.14	53.74

Segment Leq : 53.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 52.06 + 0.00) = 52.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-8.86	0.00	0.00	0.00	-17.10	52.06

Segment Leq : 52.06 dBA

Results segment # 5: 401SB on rmp (night)

 Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	4.50	1.77	1.77

ROAD (0.00 + 40.92 + 0.00) = 40.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-10.16	0.00	0.00	0.00	-15.59	40.92

 Segment Leq : 40.92 dBA

Results segment # 6: 401NB offrmp (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	1.17	1.17

ROAD (0.00 + 33.22 + 0.00) = 33.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-8.19	0.00	0.00	0.00	-18.31	33.22

 Segment Leq : 33.22 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.59	!	3.59

ROAD (0.00 + 34.01 + 0.00) = 34.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.36	0.00	-10.49	-1.09	0.00	0.00	-5.78	34.01

Segment Leq : 34.01 dBA

Total Leq All Segments: 56.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.26
(NIGHT): 56.79

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```

-----
Car traffic volume : 5556/675 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6231
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.17
  
```

Data for Segment # 7: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.22 -1.23 0.00 0.00 -13.80 39.37
-----
  
```

Segment Leq : 39.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.82 !	2.82

ROAD (0.00 + 56.71 + 0.00) = 56.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-9.05	0.00	0.00	0.00	-17.22	56.71

Segment Leq : 56.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.89	!	2.89

ROAD (0.00 + 53.81 + 0.00) = 53.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-8.35	0.00	0.00	0.00	-17.19	53.81

Segment Leq : 53.81 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	1.50	!	1.74	!	1.74

ROAD (0.00 + 45.93 + 0.00) = 45.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-9.79	0.00	0.00	0.00	-15.68	45.93

Segment Leq : 45.93 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	1.50	!	1.14	!	1.14

ROAD (0.00 + 40.26 + 0.00) = 40.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-7.77	0.00	0.00	0.00	-18.35	40.26

Segment Leq : 40.26 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.51	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.02

Segment Leq : 32.02 dBA

Total Leq All Segments: 58.92 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	2.44	4.44

ROAD (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.72*
-90	90	0.59	56.14	0.00	-9.20	-1.33	0.00	0.00	0.00	45.61

* Bright Zone !

Segment Leq : 45.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.34	4.34

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-6.89	-1.07	0.00	0.00	-5.08	44.03

Segment Leq : 44.03 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.90	0.00	0.00	0.00	-17.10	54.37

Segment Leq : 54.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.08	!	3.08

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-8.17	0.00	0.00	0.00	-17.04	52.81

Segment Leq : 52.81 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.78 !	1.78

ROAD (0.00 + 41.52 + 0.00) = 41.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-9.60	0.00	0.00	0.00	-15.56	41.52

Segment Leq : 41.52 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.22 !	1.22

ROAD (0.00 + 34.08 + 0.00) = 34.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-7.37	0.00	0.00	0.00	-18.27	34.08

Segment Leq : 34.08 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.59 ! 3.59

ROAD (0.00 + 34.01 + 0.00) = 34.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.36	0.00	-10.49	-1.09	0.00	0.00	-5.78	34.01

Segment Leq : 34.01 dBA

Total Leq All Segments: 57.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.92
(NIGHT): 57.37

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.96 -1.23 0.00 0.00 -13.21 39.23
-----
  
```

Segment Leq : 39.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.49 + 0.00) = 40.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-8.16	-1.24	0.00	0.00	-13.35	40.49

Segment Leq : 40.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.84 !	2.84

ROAD (0.00 + 56.98 + 0.00) = 56.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-8.79	0.00	0.00	0.00	-17.21	56.98

Segment Leq : 56.98 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.65 !	2.65

ROAD (0.00 + 54.88 + 0.00) = 54.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-8.04	0.00	0.00	0.00	-17.30	54.88

Segment Leq : 54.88 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	1.50 !	1.75 !	1.75

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-9.06	0.00	0.00	0.00	-15.66	46.67

Segment Leq : 46.67 dBA

Total Leq All Segments: 59.41 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-9.08	-1.06	0.00	0.00	-5.01	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.64 + 0.00) = 43.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.64

Segment Leq : 43.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.00	!	3.00

ROAD (0.00 + 54.62 + 0.00) = 54.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.67	0.00	0.00	0.00	-17.08	54.62

Segment Leq : 54.62 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.11	!	4.50	!	2.84	!	2.84

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.90	0.00	0.00	0.00	-17.14	50.72

Segment Leq : 50.72 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.17 + 0.00) = 42.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-8.99	0.00	0.00	0.00	-15.53	42.17

Segment Leq : 42.17 dBA

Total Leq All Segments: 56.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.41
(NIGHT): 56.63

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```
-----
Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55
```

Data for Segment # 5: 401SB on rmp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.96 -1.23 0.00 0.00 -13.21 39.23
-----
```

Segment Leq : 39.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.49 + 0.00) = 40.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-8.16	-1.24	0.00	0.00	-13.35	40.49

Segment Leq : 40.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.85 !	2.85

ROAD (0.00 + 57.10 + 0.00) = 57.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-8.67	0.00	0.00	0.00	-17.21	57.10

Segment Leq : 57.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.66 !	2.66

ROAD (0.00 + 55.02 + 0.00) = 55.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-7.90	0.00	0.00	0.00	-17.29	55.02

Segment Leq : 55.02 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	1.50 !	1.75 !	1.75

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-8.99	0.00	0.00	0.00	-15.66	46.75

Segment Leq : 46.75 dBA

Total Leq All Segments: 59.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-9.08	-1.06	0.00	0.00	-5.01	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.64 + 0.00) = 43.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.64

Segment Leq : 43.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.02 ! 3.02

ROAD (0.00 + 54.75 + 0.00) = 54.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.55	0.00	0.00	0.00	-17.07	54.75

Segment Leq : 54.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.11 ! 4.50 ! 2.87 ! 2.87

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.76	0.00	0.00	0.00	-17.13	50.87

Segment Leq : 50.87 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.80	!	1.80

ROAD (0.00 + 42.29 + 0.00) = 42.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-8.88	0.00	0.00	0.00	-15.52	42.29

Segment Leq : 42.29 dBA

Total Leq All Segments: 56.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.53
(NIGHT): 56.75

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7660/665 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 17/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7937/878 veh/TimePeriod *
Medium truck volume : 80/9 veh/TimePeriod *
Heavy truck volume : 39/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.69 ! 1.50 ! 1.40 ! 1.40
```

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.80 0.00 -6.30 0.00 0.00 0.00 -5.04 50.46
-----
```

Segment Leq : 50.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	1.40 !	1.40

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.67	0.00	-5.31	0.00	0.00	0.00	-5.04	52.32

Segment Leq : 52.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	1.56 !	1.56

ROAD (0.00 + 74.45 + 0.00) = 74.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.08	0.00	-8.63	0.00	0.00	0.00	-5.00	69.45*
-90	90	0.00	83.08	0.00	-8.63	0.00	0.00	0.00	0.00	74.45

* Bright Zone !

Segment Leq : 74.45 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	1.50	1.55	1.55

ROAD (0.00 + 72.36 + 0.00) = 72.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-7.85	0.00	0.00	0.00	-5.00	67.36*
-90	90	0.00	80.21	0.00	-7.85	0.00	0.00	0.00	0.00	72.36

* Bright Zone !

Segment Leq : 72.36 dBA

Total Leq All Segments: 76.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	4.50	3.75	3.75

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-6.50	0.00	0.00	0.00	-0.37	47.21*
-90	90	0.00	54.07	0.00	-6.50	0.00	0.00	0.00	0.00	47.57

* Bright Zone !

Segment Leq : 47.57 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	3.61	3.61

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.07	0.00	-5.56	0.00	0.00	0.00	-0.39	50.12*
-90	90	0.00	56.07	0.00	-5.56	0.00	0.00	0.00	0.00	50.51

* Bright Zone !

Segment Leq : 50.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	4.25	4.25

ROAD (0.00 + 70.60 + 0.00) = 70.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-8.75	0.00	0.00	0.00	-0.26	70.34*
-90	90	0.00	79.35	0.00	-8.75	0.00	0.00	0.00	0.00	70.60

* Bright Zone !

Segment Leq : 70.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.11 ! 4.50 ! 4.22 ! 4.22

ROAD (0.00 + 67.76 + 0.00) = 67.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.99	0.00	0.00	0.00	-0.23	67.54*
-90	90	0.00	75.76	0.00	-7.99	0.00	0.00	0.00	0.00	67.76

* Bright Zone !

Segment Leq : 67.76 dBA

Total Leq All Segments: 72.46 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.57
(NIGHT): 72.46

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 232.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 216.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 215.00 / 211.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.80 / 182.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 314.80 / 307.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 16591/1486 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.78
  
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-12.67	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 50.57 + 0.00) = 50.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-11.21	-1.46	0.00	0.00	0.00	50.57

Segment Leq : 50.57 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.52	2.52

ROAD (0.00 + 52.26 + 0.00) = 52.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.91	0.00	-15.27	-0.71	0.00	0.00	-13.67	52.26

Segment Leq : 52.26 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.47	2.47

ROAD (0.00 + 49.72 + 0.00) = 49.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.06	0.00	-14.88	-0.71	0.00	0.00	-13.75	49.72

Segment Leq : 49.72 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 44.30 + 0.00) = 44.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-18.26	-1.46	0.00	0.00	0.00	44.30

Segment Leq : 44.30 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 42.01 + 0.00) = 42.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-21.94	-1.46	0.00	0.00	0.00	42.01

Segment Leq : 42.01 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.87 + 0.00) = 59.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.26	0.00	-2.39	0.00	0.00	0.00	0.00	59.87

Segment Leq : 59.87 dBA

Total Leq All Segments: 61.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 41.90 + 0.00) = 41.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-11.50	-1.34	0.00	0.00	0.00	41.90

Segment Leq : 41.90 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 44.94 + 0.00) = 44.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.18	0.00	-9.90	-1.34	0.00	0.00	0.00	44.94

Segment Leq : 44.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.59	2.59

ROAD (0.00 + 49.35 + 0.00) = 49.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.48	0.00	-14.13	-0.50	0.00	0.00	-13.51	49.35

Segment Leq : 49.35 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.55	2.55

ROAD (0.00 + 46.81 + 0.00) = 46.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	74.63	0.00	-13.74	-0.50	0.00	0.00	-13.59	46.81

Segment Leq : 46.81 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 40.23 + 0.00) = 40.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.85	0.00	-17.28	-1.34	0.00	0.00	0.00	40.23

Segment Leq : 40.23 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 40.02 + 0.00) = 40.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	62.14	0.00	-20.80	-1.33	0.00	0.00	0.00	40.02

Segment Leq : 40.02 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.79	0.00	-2.86	0.00	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Total Leq All Segments: 55.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.63
(NIGHT): 55.53

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 16591/1486 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.78
  
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.03	0.00	-3.29	0.00	0.00	0.00	0.00	62.74

Segment Leq : 62.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 64.42 + 0.00) = 64.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.70	0.00	-0.28	0.00	0.00	0.00	0.00	64.42

Segment Leq : 64.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.56	2.56

ROAD (0.00 + 57.70 + 0.00) = 57.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.91	0.00	-10.61	0.00	0.00	0.00	-13.60	57.70

Segment Leq : 57.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.52	2.52

ROAD (0.00 + 55.23 + 0.00) = 55.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.06	0.00	-10.16	0.00	0.00	0.00	-13.68	55.23

Segment Leq : 55.23 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.84	0.00	-9.54	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.08	0.00	-11.83	0.00	0.00	0.00	0.00	49.25

Segment Leq : 49.25 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.46 + 0.00) = 58.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.26	0.00	-3.80	0.00	0.00	0.00	0.00	58.46

Segment Leq : 58.46 dBA

Total Leq All Segments: 68.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 54.20 + 0.00) = 54.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.88	0.00	-3.68	0.00	0.00	0.00	0.00	54.20

Segment Leq : 54.20 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 56.51 + 0.00) = 56.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.54	0.00	-1.03	0.00	0.00	0.00	0.00	56.51

Segment Leq : 56.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.48	0.00	-10.68	0.00	0.00	0.00	-13.40	53.40

Segment Leq : 53.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.63	2.63

ROAD (0.00 + 50.93 + 0.00) = 50.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.63	0.00	-10.24	0.00	0.00	0.00	-13.46	50.93

Segment Leq : 50.93 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.82 m

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.94	0.00	-9.63	0.00	0.00	0.00	0.00	47.30

Segment Leq : 47.30 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.56	0.00	-11.89	0.00	0.00	0.00	0.00	46.67

Segment Leq : 46.67 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.79	0.00	-1.86	0.00	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 61.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.15
(NIGHT): 61.30

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7813/735 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6554/678 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.12
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.63

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.21	0.00	-7.38	0.00	0.00	0.00	0.00	53.84

Segment Leq : 53.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.35 + 0.00) = 54.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.65	0.00	-6.30	0.00	0.00	0.00	0.00	54.35

Segment Leq : 54.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 64.62 + 0.00) = 64.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-9.12	0.00	0.00	0.00	-8.87	64.62

Segment Leq : 64.62 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.44	2.44

ROAD (0.00 + 62.69 + 0.00) = 62.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.47	0.00	0.00	0.00	-9.20	62.69

Segment Leq : 62.69 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.08	0.00	-9.44	0.00	0.00	0.00	0.00	51.64

Segment Leq : 51.64 dBA

Total Leq All Segments: 67.34 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.96	0.00	-7.53	0.00	0.00	0.00	0.00	46.43

Segment Leq : 46.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.69	0.00	-6.50	0.00	0.00	0.00	0.00	47.19

Segment Leq : 47.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.67	2.67

ROAD (0.00 + 61.28 + 0.00) = 61.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-9.23	0.00	0.00	0.00	-8.43	61.28

Segment Leq : 61.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 59.02 + 0.00) = 59.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.59	0.00	0.00	0.00	-8.70	59.02

Segment Leq : 59.02 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.56	0.00	-9.54	0.00	0.00	0.00	0.00	49.03

Segment Leq : 49.03 dBA

Total Leq All Segments: 63.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.34
(NIGHT): 63.65

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume   : 92.73
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.57 + 0.00) = 42.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-16.33	-1.46	0.00	0.00	0.00	42.57

Segment Leq : 42.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 45.31 + 0.00) = 45.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-15.48	-1.46	0.00	0.00	0.00	45.31

Segment Leq : 45.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.52	2.52

ROAD (0.00 + 55.53 + 0.00) = 55.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.61	0.00	-14.59	-0.84	0.00	0.00	-11.64	55.53

Segment Leq : 55.53 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.41	2.41

ROAD (0.00 + 53.52 + 0.00) = 53.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.37	0.00	-14.08	-0.85	0.00	0.00	-11.91	53.52

Segment Leq : 53.52 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.61	0.00	-17.33	-1.46	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Total Leq All Segments: 58.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.41 + 0.00) = 34.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-15.88	-1.35	0.00	0.00	0.00	34.41

Segment Leq : 34.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.80 + 0.00) = 39.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-15.09	-1.35	0.00	0.00	0.00	39.80

Segment Leq : 39.80 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	78.93	0.00	-13.69	-0.64	0.00	0.00	-11.42	53.18

Segment Leq : 53.18 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.50 !	2.50

ROAD (0.00 + 50.78 + 0.00) = 50.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.32	0.00	-13.23	-0.65	0.00	0.00	-11.67	50.78

Segment Leq : 50.78 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.67 + 0.00) = 34.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.56	0.00	-16.53	-1.35	0.00	0.00	0.00	34.67

Segment Leq : 34.67 dBA

Total Leq All Segments: 55.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.13
(NIGHT): 55.35

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.73
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-17.91	-1.46	0.00	0.00	0.00	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-17.37	-1.46	0.00	0.00	0.00	43.42

Segment Leq : 43.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 54.40 + 0.00) = 54.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.61	0.00	-15.69	-0.84	0.00	0.00	-11.68	54.40

Segment Leq : 54.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.38	2.38

ROAD (0.00 + 52.31 + 0.00) = 52.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.37	0.00	-15.25	-0.85	0.00	0.00	-11.96	52.31

Segment Leq : 52.31 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.61	0.00	-17.33	-1.46	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Total Leq All Segments: 56.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.91 + 0.00) = 32.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-17.38	-1.35	0.00	0.00	0.00	32.91

Segment Leq : 32.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-16.87	-1.35	0.00	0.00	0.00	38.01

Segment Leq : 38.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.57	2.57

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	78.93	0.00	-14.70	-0.64	0.00	0.00	-11.50	52.10

Segment Leq : 52.10 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.46 !	2.46

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.32	0.00	-14.30	-0.65	0.00	0.00	-11.76	49.61

Segment Leq : 49.61 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.67 + 0.00) = 34.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.56	0.00	-16.53	-1.35	0.00	0.00	0.00	34.67

Segment Leq : 34.67 dBA

Total Leq All Segments: 54.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.95
(NIGHT): 54.23

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.73

```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  : 1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.61 + 0.00) = 52.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.30	0.00	0.00	0.00	0.00	52.61

Segment Leq : 52.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.84	0.00	0.00	0.00	0.00	57.06

Segment Leq : 57.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 62.20 + 0.00) = 62.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-8.90	0.00	0.00	0.00	-11.51	62.20

Segment Leq : 62.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.51	2.51

ROAD (0.00 + 60.45 + 0.00) = 60.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.17	0.00	0.00	0.00	-11.74	60.45

Segment Leq : 60.45 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.61 + 0.00) = 60.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.61	0.00	0.00	0.00	0.00	0.00	0.00	60.61

Segment Leq : 60.61 dBA

Total Leq All Segments: 66.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.24 + 0.00) = 45.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.47	0.00	0.00	0.00	0.00	45.24

Segment Leq : 45.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-4.62	0.00	0.00	0.00	0.00	51.05

Segment Leq : 51.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 59.57 + 0.00) = 59.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-8.35	0.00	0.00	0.00	-11.02	59.57

Segment Leq : 59.57 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.74 !	2.74

ROAD (0.00 + 57.68 + 0.00) = 57.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-7.51	0.00	0.00	0.00	-11.13	57.68

Segment Leq : 57.68 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.77 + 0.00) = 51.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	0.00	51.77

Segment Leq : 51.77 dBA

Total Leq All Segments: 62.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.64
(NIGHT): 62.56

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod *
Medium truck volume :      0/0     veh/TimePeriod *
Heavy truck volume  :      0/0     veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.73
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-9.31	0.00	0.00	0.00	0.00	50.59

Segment Leq : 50.59 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 54.12 + 0.00) = 54.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-8.77	0.00	0.00	0.00	0.00	54.12

Segment Leq : 54.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.53	2.53

ROAD (0.00 + 60.40 + 0.00) = 60.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-10.58	0.00	0.00	0.00	-11.63	60.40

Segment Leq : 60.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.42	2.42

ROAD (0.00 + 58.38 + 0.00) = 58.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-10.10	0.00	0.00	0.00	-11.89	58.38

Segment Leq : 58.38 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.61 + 0.00) = 60.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.61	0.00	0.00	0.00	0.00	0.00	0.00	60.61

Segment Leq : 60.61 dBA

Total Leq All Segments: 65.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.94 + 0.00) = 42.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-8.77	0.00	0.00	0.00	0.00	42.94

Segment Leq : 42.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 47.52 + 0.00) = 47.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-8.15	0.00	0.00	0.00	0.00	47.52

Segment Leq : 47.52 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 57.43 + 0.00) = 57.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-10.18	0.00	0.00	0.00	-11.32	57.43

Segment Leq : 57.43 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.56	!	2.56

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-9.65	0.00	0.00	0.00	-11.55	55.12

Segment Leq : 55.12 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.77 + 0.00) = 51.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	0.00	51.77

Segment Leq : 51.77 dBA

Total Leq All Segments: 60.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.20
(NIGHT): 60.43

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.50 / 274.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 278.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 337.50 / 318.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 319.50 / 300.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 37.01 + 0.00) = 37.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-21.44	-1.46	0.00	0.00	0.00	37.01

Segment Leq : 37.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 40.38 + 0.00) = 40.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-21.06	-1.46	0.00	0.00	0.00	40.38

Segment Leq : 40.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.61	0.00	-22.08	-1.41	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 57.20 + 0.00) = 57.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.37	0.00	-21.74	-1.42	0.00	0.00	0.00	57.20

Segment Leq : 57.20 dBA

Total Leq All Segments: 61.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.16 + 0.00) = 30.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-20.20	-1.35	0.00	0.00	0.00	30.16

Segment Leq : 30.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-19.72	-1.35	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.20 + 0.00) = 57.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.93	0.00	-20.48	-1.25	0.00	0.00	0.00	57.20

Segment Leq : 57.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-20.14	-1.26	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Total Leq All Segments: 59.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.33
(NIGHT): 59.24

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.50 / 376.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 378.50 / 359.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.68 + 0.00) = 35.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-22.77	-1.46	0.00	0.00	0.00	35.68

Segment Leq : 35.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 38.98 + 0.00) = 38.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-22.46	-1.46	0.00	0.00	0.00	38.98

Segment Leq : 38.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 57.99 + 0.00) = 57.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.61	0.00	-23.21	-1.41	0.00	0.00	0.00	57.99

Segment Leq : 57.99 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 56.00 + 0.00) = 56.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.37	0.00	-22.95	-1.42	0.00	0.00	0.00	56.00

Segment Leq : 56.00 dBA

Total Leq All Segments: 60.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.77 + 0.00) = 28.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-21.58	-1.35	0.00	0.00	0.00	28.77

Segment Leq : 28.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 33.16 + 0.00) = 33.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-21.17	-1.35	0.00	0.00	0.00	33.16

Segment Leq : 33.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 56.08 + 0.00) = 56.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.93	0.00	-21.60	-1.25	0.00	0.00	0.00	56.08

Segment Leq : 56.08 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-21.34	-1.26	0.00	0.00	0.00	53.72

Segment Leq : 53.72 dBA

Total Leq All Segments: 58.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.17
(NIGHT): 58.09

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```
-----
Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73
```

Data for Segment # 6: Howard Ave. (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
```

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.53 0.00 0.00 0.00 -11.15 42.22
-----
```

Segment Leq : 42.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	1.50 !	-1.38 !	1.12

ROAD (0.00 + 45.76 + 0.00) = 45.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.44	0.00	0.00	0.00	-11.69	45.76

Segment Leq : 45.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 66.54 + 0.00) = 66.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-8.67	0.00	0.00	0.00	-7.22	66.54

Segment Leq : 66.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.43 !	2.43

ROAD (0.00 + 64.89 + 0.00) = 64.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-7.90	0.00	0.00	0.00	-7.58	64.89

Segment Leq : 64.89 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	-1.13 !	1.37

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.78	0.00	-9.02	0.00	0.00	0.00	-10.17	39.59

Segment Leq : 39.59 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	-1.08	1.42

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-10.62	0.00	0.00	0.00	-9.90	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 68.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.47	2.97

ROAD (0.00 + 37.30 + 0.00) = 37.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.72	0.00	0.00	0.00	-7.69	37.30

Segment Leq : 37.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	4.50 !	0.18 !	2.68

ROAD (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-5.60	0.00	0.00	0.00	-8.70	41.37

Segment Leq : 41.37 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.67 !	2.67

ROAD (0.00 + 63.41 + 0.00) = 63.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-8.79	0.00	0.00	0.00	-6.73	63.41

Segment Leq : 63.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.60	!	2.60

ROAD (0.00 + 61.30 + 0.00) = 61.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.04	0.00	0.00	0.00	-6.98	61.30

Segment Leq : 61.30 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	1.20	!	3.70

ROAD (0.00 + 38.58 + 0.00) = 38.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.77	0.00	-9.13	0.00	0.00	0.00	-6.05	38.58

Segment Leq : 38.58 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.96 ! 4.46

ROAD (0.00 + 41.92 + 0.00) = 41.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-10.41	0.00	0.00	0.00	-6.55	41.92

Segment Leq : 41.92 dBA

Total Leq All Segments: 65.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.86
(NIGHT): 65.54

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.50 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 3.50 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.99 0.00 0.00 0.00 -10.93 41.98
-----
  
```

Segment Leq : 41.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	1.50 !	-1.33 !	1.17

ROAD (0.00 + 45.59 + 0.00) = 45.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.95	0.00	0.00	0.00	-11.36	45.59

Segment Leq : 45.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 66.02 + 0.00) = 66.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-9.16	0.00	0.00	0.00	-7.26	66.02

Segment Leq : 66.02 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.41 !	2.41

ROAD (0.00 + 64.22 + 0.00) = 64.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.51	0.00	0.00	0.00	-7.64	64.22

Segment Leq : 64.22 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	-1.11 !	1.39

ROAD (0.00 + 39.25 + 0.00) = 39.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.78	0.00	-9.44	0.00	0.00	0.00	-10.09	39.25

Segment Leq : 39.25 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	-1.08	1.42

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-10.62	0.00	0.00	0.00	-9.90	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 68.29 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.62	3.12

ROAD (0.00 + 37.25 + 0.00) = 37.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-7.16	0.00	0.00	0.00	-7.30	37.25

Segment Leq : 37.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	4.50 !	0.34 !	2.84

ROAD (0.00 + 41.39 + 0.00) = 41.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-6.16	0.00	0.00	0.00	-8.13	41.39

Segment Leq : 41.39 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.64 !	2.64

ROAD (0.00 + 62.85 + 0.00) = 62.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-9.26	0.00	0.00	0.00	-6.82	62.85

Segment Leq : 62.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.56	!	2.56

ROAD (0.00 + 60.57 + 0.00) = 60.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.63	0.00	0.00	0.00	-7.12	60.57

Segment Leq : 60.57 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	1.63	!	4.13

ROAD (0.00 + 38.41 + 0.00) = 38.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.77	0.00	-9.57	0.00	0.00	0.00	-5.78	38.41

Segment Leq : 38.41 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.96 ! 4.46

ROAD (0.00 + 41.92 + 0.00) = 41.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-10.41	0.00	0.00	0.00	-6.55	41.92

Segment Leq : 41.92 dBA

Total Leq All Segments: 64.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.29
(NIGHT): 64.93

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.87 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 51.64
-----
  
```

Segment Leq : 51.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 53.06 + 0.00) = 53.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-4.77	0.00	0.00	0.00	-8.37	53.06

Segment Leq : 53.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-10.63	0.00	0.00	0.00	-8.97	62.84

Segment Leq : 62.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 60.12 + 0.00) = 60.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.13	0.00	0.00	0.00	-8.94	60.12

Segment Leq : 60.12 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.90 + 0.00) = 49.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-9.41	0.00	0.00	0.00	-7.61	49.90

Segment Leq : 49.90 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.62 !	1.50 !	1.53 !	1.53

ROAD (0.00 + 56.82 + 0.00) = 56.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-4.94	0.00	0.00	0.00	-7.81	56.82

Segment Leq : 56.82 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 38.04 + 0.00) = 38.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-9.99	0.00	0.00	0.00	-15.48	38.04

Segment Leq : 38.04 dBA

Total Leq All Segments: 65.89 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.63	3.63

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-6.43	0.00	0.00	0.00	-4.50	47.23*
-90	90	0.00	58.17	0.00	-6.43	0.00	0.00	0.00	0.00	51.73

* Bright Zone !

Segment Leq : 51.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.33	0.00	-5.14	0.00	0.00	0.00	-4.69	48.49*
-90	90	0.00	58.33	0.00	-5.14	0.00	0.00	0.00	0.00	53.18

* Bright Zone !

Segment Leq : 53.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.59 ! 2.59

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 78.93 0.00 -10.71 0.00 0.00 0.00 -8.66 59.56
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 59.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
2.40 ! 4.50 ! 2.61 ! 2.61

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 75.46 0.00 -10.24 0.00 0.00 0.00 -8.60 56.63
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 56.63 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-9.51	0.00	0.00	0.00	-2.74	46.63*
-90	90	0.00	58.88	0.00	-9.51	0.00	0.00	0.00	0.00	49.37

* Bright Zone !

Segment Leq : 49.37 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.62	4.50	3.75	3.75

ROAD (0.00 + 59.91 + 0.00) = 59.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-5.21	0.00	0.00	0.00	-4.05	55.87*
-90	90	0.00	65.13	0.00	-5.21	0.00	0.00	0.00	0.00	59.91

* Bright Zone !

Segment Leq : 59.91 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 4.50 ! 0.99 ! 0.99

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-10.08	0.00	0.00	0.00	-15.37	32.49

Segment Leq : 32.49 dBA

Total Leq All Segments: 64.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.89
(NIGHT): 64.45

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8166/1500 veh/TimePeriod *
Medium truck volume : 639/117 veh/TimePeriod *
Heavy truck volume : 5549/1019 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 38.66
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 8473/2024 veh/TimePeriod *
Medium truck volume : 110/26 veh/TimePeriod *
Heavy truck volume : 55/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10701
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.72

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```
-----
Car traffic volume : 9908/2242 veh/TimePeriod *
Medium truck volume : 184/42 veh/TimePeriod *
Heavy truck volume : 644/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 13164
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.71
Heavy Truck % of Total Volume : 6.00
Day (16 hrs) % of Total Volume : 81.55
```

Data for Segment # 8: 401SB on rmp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.42 ! 1.42
```

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.87 0.00 -6.30 0.00 0.00 0.00 -8.52 51.05
-----
```

Segment Leq : 51.05 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	66.20	0.00	-4.28	-1.17	0.00	0.00	-9.35	51.40

Segment Leq : 51.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.13 + 0.00) = 61.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.32	0.00	-11.24	0.00	0.00	0.00	-7.95	61.13

Segment Leq : 61.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.38 + 0.00) = 60.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.85	0.00	0.00	0.00	-7.95	60.38

Segment Leq : 60.38 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.31	0.00	-11.37	0.00	0.00	0.00	-8.13	43.80

Segment Leq : 43.80 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.62 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-9.30	0.00	0.00	0.00	-8.10	52.17

Segment Leq : 52.17 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.64 + 0.00) = 48.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-6.35	0.00	0.00	0.00	-8.52	48.64

Segment Leq : 48.64 dBA

Results segment # 8: 401SB on rmp (day)

 Source height = 1.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.56	1.50	1.50	1.50

ROAD (0.00 + 48.04 + 0.00) = 48.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.71	0.00	-12.65	0.00	0.00	0.00	-8.03	48.04

Segment Leq : 48.04 dBA

Total Leq All Segments: 64.74 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.86	3.86

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-6.50	0.00	0.00	0.00	-3.70	47.97*
-90	90	0.00	58.17	0.00	-6.50	0.00	0.00	0.00	0.00	51.67

* Bright Zone !

Segment Leq : 51.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.04	3.04

ROAD (0.00 + 47.71 + 0.00) = 47.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	58.33	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.71

Segment Leq : 47.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.37	4.37

ROAD (0.00 + 64.67 + 0.00) = 64.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.97	0.00	-11.30	0.00	0.00	0.00	-1.55	63.11*
-90	90	0.00	75.97	0.00	-11.30	0.00	0.00	0.00	0.00	64.67

* Bright Zone !

Segment Leq : 64.67 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.46	0.00	-10.92	0.00	0.00	0.00	-1.59	62.95*
-90	90	0.00	75.46	0.00	-10.92	0.00	0.00	0.00	0.00	64.54

* Bright Zone !

Segment Leq : 64.54 dBA

Results segment # 5: 401SB offrmp (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.28	4.28

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.09	0.00	-11.44	0.00	0.00	0.00	-2.11	46.54*
-90	90	0.00	60.09	0.00	-11.44	0.00	0.00	0.00	0.00	48.65

* Bright Zone !

Segment Leq : 48.65 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.62	4.50	4.21	4.21

ROAD (0.00 + 55.72 + 0.00) = 55.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-9.41	0.00	0.00	0.00	-2.36	53.36*
-90	90	0.00	65.13	0.00	-9.41	0.00	0.00	0.00	0.00	55.72

* Bright Zone !

Segment Leq : 55.72 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.81	3.81

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-6.55	0.00	0.00	0.00	-3.96	47.44*
-90	90	0.00	57.94	0.00	-6.55	0.00	0.00	0.00	0.00	51.39

* Bright Zone !

Segment Leq : 51.39 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.57 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.57 !	4.50 !	4.36 !	4.36

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.28	0.00	-12.69	0.00	0.00	0.00	-1.61	50.97*
-90	90	0.00	65.28	0.00	-12.69	0.00	0.00	0.00	0.00	52.58

* Bright Zone !

Segment Leq : 52.58 dBA

Total Leq All Segments: 68.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.74
(NIGHT): 68.29

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 15920/3436 veh/TimePeriod *
Medium truck volume : 847/183 veh/TimePeriod *
Heavy truck volume : 5993/1293 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 26.33
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14723/3197 veh/TimePeriod *
Medium truck volume : 1138/247 veh/TimePeriod *
Heavy truck volume : 9655/2096 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.46
Heavy Truck % of Total Volume : 37.84
Day (16 hrs) % of Total Volume : 82.16
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.27 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 1.50 ! 1.65 ! 1.65
  
```

ROAD (0.00 + 62.48 + 0.00) = 62.48 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.88 0.00 -10.25 -1.09 0.00 0.00 -7.07 62.48
-----
  
```

Segment Leq : 62.48 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.92 + 0.00) = 65.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.74	0.00	-8.73	-1.08	0.00	0.00	-7.01	65.92

Segment Leq : 65.92 dBA

Total Leq All Segments: 67.54 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	4.13	4.13

ROAD (0.00 + 64.81 + 0.00) = 64.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.23	0.00	-9.84	-0.91	0.00	0.00	-2.60	63.89*
-90	90	0.55	77.23	0.00	-11.16	-1.26	0.00	0.00	0.00	64.81

* Bright Zone !

Segment Leq : 64.81 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.90 ! 3.90

ROAD (0.00 + 68.25 + 0.00) = 68.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.12	0.00	-8.48	-0.90	0.00	0.00	-3.92	65.82*
-90	90	0.54	79.12	0.00	-9.62	-1.25	0.00	0.00	0.00	68.25

* Bright Zone !

Segment Leq : 68.25 dBA

Total Leq All Segments: 69.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.54
(NIGHT): 69.87

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.36 + 0.00) = 64.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.98	0.00	-17.65	-0.97	0.00	0.00	0.00	64.36

Segment Leq : 64.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.35 + 0.00) = 60.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.35	0.00	-18.03	-0.97	0.00	0.00	0.00	60.35

Segment Leq : 60.35 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-23.28	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-23.63	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Total Leq All Segments: 66.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.03 + 0.00) = 63.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.38	0.00	-16.57	-0.78	0.00	0.00	0.00	63.03

Segment Leq : 63.03 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.32 + 0.00) = 60.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.02	0.00	-16.92	-0.78	0.00	0.00	0.00	60.32

Segment Leq : 60.32 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.36

Segment Leq : 46.36 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-22.47	-1.31	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 65.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.40
(NIGHT): 65.11

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1374/386 veh/TimePeriod *
Medium truck volume : 90/25 veh/TimePeriod *
Heavy truck volume : 899/253 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 38.04
Day (16 hrs) % of Total Volume : 78.06

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 13668/2837 veh/TimePeriod *
Medium truck volume : 276/57 veh/TimePeriod *
Heavy truck volume : 1113/231 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18181
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 7.39
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 18391/1619 veh/TimePeriod *
Medium truck volume : 464/41 veh/TimePeriod *
Heavy truck volume : 233/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.43
Heavy Truck % of Total Volume : 1.22
Day (16 hrs) % of Total Volume : 91.91

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 929/483 veh/TimePeriod *
Medium truck volume : 24/12 veh/TimePeriod *
Heavy truck volume : 236/123 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.99
Heavy Truck % of Total Volume : 19.86
Day (16 hrs) % of Total Volume : 65.77

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.28 + 0.00) = 65.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.98	0.00	-16.74	-0.97	0.00	0.00	0.00	65.28

Segment Leq : 65.28 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.23 + 0.00) = 61.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.35	0.00	-17.15	-0.97	0.00	0.00	0.00	61.23

Segment Leq : 61.23 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	68.97	0.00	-22.13	-1.41	0.00	0.00	0.00	45.43

Segment Leq : 45.43 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.65 m

ROAD (0.00 + 52.83 + 0.00) = 52.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.85	0.00	-16.83	-1.19	0.00	0.00	0.00	52.83

Segment Leq : 52.83 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.05 m

ROAD (0.00 + 62.30 + 0.00) = 62.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.86	0.00	-5.56	0.00	0.00	0.00	0.00	62.30

Segment Leq : 62.30 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.11 m

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.12	0.00	-22.23	-1.43	0.00	0.00	0.00	38.46

Segment Leq : 38.46 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-23.28	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-23.63	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Total Leq All Segments: 68.57 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.38	0.00	-15.72	-0.78	0.00	0.00	0.00	63.88

Segment Leq : 63.88 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.02	0.00	-16.11	-0.78	0.00	0.00	0.00	61.14

Segment Leq : 61.14 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.47	0.00	-20.97	-1.25	0.00	0.00	0.00	44.25

Segment Leq : 44.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.65 m

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	67.03	0.00	-15.92	-1.01	0.00	0.00	0.00	50.10

Segment Leq : 50.10 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.04 m

ROAD (0.00 + 54.49 + 0.00) = 54.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.29	0.00	-5.80	0.00	0.00	0.00	0.00	54.49

Segment Leq : 54.49 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.11 m

ROAD (0.00 + 39.96 + 0.00) = 39.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.29	0.00	-21.07	-1.27	0.00	0.00	0.00	39.96

Segment Leq : 39.96 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.36

Segment Leq : 46.36 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-22.47	-1.31	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 66.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.57
(NIGHT): 66.36

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16402/1782 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-25.03	-1.46	0.00	0.00	0.00	37.14

Segment Leq : 37.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 36.56 + 0.00) = 36.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-25.22	-1.46	0.00	0.00	0.00	36.56

Segment Leq : 36.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.66 + 0.00) = 63.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.98	0.00	-17.91	-1.41	0.00	0.00	0.00	63.66

Segment Leq : 63.66 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.38 + 0.00) = 59.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.35	0.00	-18.56	-1.41	0.00	0.00	0.00	59.38

Segment Leq : 59.38 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 53.69 + 0.00) = 53.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-22.08	-1.46	0.00	0.00	0.00	53.69

Segment Leq : 53.69 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-22.50	-1.46	0.00	0.00	0.00	52.23

Segment Leq : 52.23 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-23.52	-1.45	0.00	0.00	0.00	46.43

Segment Leq : 46.43 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.89	0.00	-21.83	-1.46	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 40.77 + 0.00) = 40.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-24.16	-1.46	0.00	0.00	0.00	40.77

Segment Leq : 40.77 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 65.77 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 30.93 + 0.00) = 30.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-23.87	-1.33	0.00	0.00	0.00	30.93

Segment Leq : 30.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 31.62 + 0.00) = 31.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-24.11	-1.34	0.00	0.00	0.00	31.62

Segment Leq : 31.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.60 + 0.00) = 62.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.38	0.00	-16.52	-1.25	0.00	0.00	0.00	62.60

Segment Leq : 62.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.60 + 0.00) = 59.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.02	0.00	-17.17	-1.25	0.00	0.00	0.00	59.60

Segment Leq : 59.60 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-20.72	-1.31	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 46.98 + 0.00) = 46.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-21.18	-1.31	0.00	0.00	0.00	46.98

Segment Leq : 46.98 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-22.14	-1.29	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 36.45 + 0.00) = 36.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.44	0.00	-20.66	-1.33	0.00	0.00	0.00	36.45

Segment Leq : 36.45 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 35.37 + 0.00) = 35.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-23.02	-1.33	0.00	0.00	0.00	35.37

Segment Leq : 35.37 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-2.34	-1.35	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 64.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.77
(NIGHT): 64.64

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: ECR rmp 2401 (day/night)

Car traffic volume : 929/483 veh/TimePeriod *
Medium truck volume : 24/12 veh/TimePeriod *
Heavy truck volume : 236/123 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.99
Heavy Truck % of Total Volume : 19.86
Day (16 hrs) % of Total Volume : 65.77

Data for Segment # 5: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 8: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Spring Garde (day/night)

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-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

```

Data for Segment # 9: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.64 + 0.00) = 55.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	0.00	-1.46	0.00	0.00	0.00	55.64

Segment Leq : 55.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 36.54 + 0.00) = 36.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-25.24	-1.46	0.00	0.00	0.00	36.54

Segment Leq : 36.54 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.44 + 0.00) = 68.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.98	0.00	-13.13	-1.41	0.00	0.00	0.00	68.44

Segment Leq : 68.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 63.59 + 0.00) = 63.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.35	0.00	-14.35	-1.41	0.00	0.00	0.00	63.59

Segment Leq : 63.59 dBA

Results segment # 5: ECR rmp 2401 (day)

Source height = 2.11 m

ROAD (0.00 + 44.72 + 0.00) = 44.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.12	0.00	-15.97	-1.43	0.00	0.00	0.00	44.72

Segment Leq : 44.72 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-22.83	-1.46	0.00	0.00	0.00	52.95

Segment Leq : 52.95 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 51.49 + 0.00) = 51.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-23.24	-1.46	0.00	0.00	0.00	51.49

Segment Leq : 51.49 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 46.60 + 0.00) = 46.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-23.35	-1.45	0.00	0.00	0.00	46.60

Segment Leq : 46.60 dBA

Results segment # 9: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 70.07 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-1.27	-1.35	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 31.51 + 0.00) = 31.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-24.22	-1.34	0.00	0.00	0.00	31.51

Segment Leq : 31.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 66.51 + 0.00) = 66.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.38	0.00	-12.61	-1.25	0.00	0.00	0.00	66.51

Segment Leq : 66.51 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 63.03 + 0.00) = 63.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.02	0.00	-13.74	-1.25	0.00	0.00	0.00	63.03

Segment Leq : 63.03 dBA

Results segment # 5: ECR rmp 2401 (night)

Source height = 2.11 m

ROAD (0.00 + 45.79 + 0.00) = 45.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.29	0.00	-15.23	-1.27	0.00	0.00	0.00	45.79

Segment Leq : 45.79 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.78 + 0.00) = 46.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-21.68	-1.31	0.00	0.00	0.00	46.78

Segment Leq : 46.78 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 46.06 + 0.00) = 46.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-22.10	-1.31	0.00	0.00	0.00	46.06

Segment Leq : 46.06 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 43.89 + 0.00) = 43.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-21.50	-1.29	0.00	0.00	0.00	43.89

Segment Leq : 43.89 dBA

Results segment # 9: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.13 + 0.00) = 42.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.38	0.00	-5.89	-1.35	0.00	0.00	0.00	42.13

Segment Leq : 42.13 dBA

Total Leq All Segments: 68.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.07
(NIGHT): 68.26

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-21.74	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-22.11	-1.46	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.98	0.00	-11.38	-0.42	0.00	0.00	-16.07	55.12

Segment Leq : 55.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 50.85 + 0.00) = 50.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.35	0.00	-11.99	-0.42	0.00	0.00	-16.09	50.85

Segment Leq : 50.85 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-24.11	-1.46	0.00	0.00	0.00	51.67

Segment Leq : 51.67 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-24.44	-1.46	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 52.39 + 0.00) = 52.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-17.56	-1.45	0.00	0.00	0.00	52.39

Segment Leq : 52.39 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 39.14 + 0.00) = 39.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.97	0.00	-23.37	-1.46	0.00	0.00	0.00	39.14

Segment Leq : 39.14 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 45.57 + 0.00) = 45.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-19.35	-1.46	0.00	0.00	0.00	45.57

Segment Leq : 45.57 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 60.09 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.93 m

ROAD (0.00 + 34.09 + 0.00) = 34.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-20.72	-1.33	0.00	0.00	0.00	34.09

 Segment Leq : 34.09 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.81 m

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-21.12	-1.34	0.00	0.00	0.00	34.62

 Segment Leq : 34.62 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.38	0.00	-10.58	-0.18	0.00	0.00	-15.93	53.68

 Segment Leq : 53.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 50.76 + 0.00) = 50.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.02	0.00	-11.11	-0.18	0.00	0.00	-15.97	50.76

Segment Leq : 50.76 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.88	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-23.23	-1.31	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-16.49	-1.29	0.00	0.00	0.00	48.90

Segment Leq : 48.90 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.51	0.00	-22.31	-1.33	0.00	0.00	0.00	32.87

Segment Leq : 32.87 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.97 + 0.00) = 39.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-18.41	-1.33	0.00	0.00	0.00	39.97

Segment Leq : 39.97 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 57.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.09
(NIGHT): 57.53

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-21.74	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-22.11	-1.46	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 60.41 + 0.00) = 60.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.98	0.00	-6.46	-0.42	0.00	0.00	-15.69	60.41

Segment Leq : 60.41 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.35	0.00	-7.82	-0.42	0.00	0.00	-15.84	55.27

Segment Leq : 55.27 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-24.11	-1.46	0.00	0.00	0.00	51.67

Segment Leq : 51.67 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-24.44	-1.46	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-17.00	-1.45	0.00	0.00	0.00	52.95

Segment Leq : 52.95 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 39.14 + 0.00) = 39.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.97	0.00	-23.37	-1.46	0.00	0.00	0.00	39.14

Segment Leq : 39.14 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 46.29 + 0.00) = 46.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-18.63	-1.46	0.00	0.00	0.00	46.29

Segment Leq : 46.29 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 63.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 34.09 + 0.00) = 34.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-20.72	-1.33	0.00	0.00	0.00	34.09

Segment Leq : 34.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-21.12	-1.34	0.00	0.00	0.00	34.62

Segment Leq : 34.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.38	0.00	-6.12	-0.18	0.00	0.00	-15.34	58.73

Segment Leq : 58.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 54.91 + 0.00) = 54.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.02	0.00	-7.40	-0.18	0.00	0.00	-15.54	54.91

Segment Leq : 54.91 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.88	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-23.23	-1.31	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-15.95	-1.29	0.00	0.00	0.00	49.44

Segment Leq : 49.44 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.51	0.00	-22.43	-1.33	0.00	0.00	0.00	32.74

Segment Leq : 32.74 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-17.71	-1.33	0.00	0.00	0.00	40.67

Segment Leq : 40.67 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 61.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.10
(NIGHT): 61.08

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21
  
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 44.26 + 0.00) = 44.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-17.91	-1.46	0.00	0.00	0.00	44.26

Segment Leq : 44.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.36 + 0.00) = 43.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.42	-1.46	0.00	0.00	0.00	43.36

Segment Leq : 43.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.77	2.77

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	79.35	0.00	-9.84	-0.10	0.00	0.00	-17.24	52.17

Segment Leq : 52.17 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.83	2.83

ROAD (0.00 + 56.47 + 0.00) = 56.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.98	0.00	-9.20	-0.10	0.00	0.00	-17.22	56.47

Segment Leq : 56.47 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.78	1.78

ROAD (0.00 + 48.22 + 0.00) = 48.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-7.57	0.00	0.00	0.00	-15.61	48.22

Segment Leq : 48.22 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.06	1.06

ROAD (0.00 + 38.17 + 0.00) = 38.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-9.82	0.00	0.00	0.00	-18.40	38.17

Segment Leq : 38.17 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Total Leq All Segments: 59.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-16.77	-1.33	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-17.47	-1.34	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 51.83 + 0.00) = 51.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-9.08	0.00	0.00	0.00	-17.11	51.83

Segment Leq : 51.83 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.04 !	3.04

ROAD (0.00 + 54.93 + 0.00) = 54.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.39	0.00	0.00	0.00	-17.06	54.93

Segment Leq : 54.93 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.87 !	1.87

ROAD (0.00 + 44.44 + 0.00) = 44.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-6.80	0.00	0.00	0.00	-15.44	44.44

Segment Leq : 44.44 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.11 !	1.11

ROAD (0.00 + 31.99 + 0.00) = 31.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-9.37	0.00	0.00	0.00	-18.35	31.99

Segment Leq : 31.99 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 57.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.62
(NIGHT): 57.69

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21
  
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 44.26 + 0.00) = 44.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-17.91	-1.46	0.00	0.00	0.00	44.26

Segment Leq : 44.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.36 + 0.00) = 43.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.42	-1.46	0.00	0.00	0.00	43.36

Segment Leq : 43.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.86	!	2.86

ROAD (0.00 + 53.13 + 0.00) = 53.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	79.35	0.00	-8.92	-0.10	0.00	0.00	-17.20	53.13

Segment Leq : 53.13 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 57.66 + 0.00) = 57.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.98	0.00	-8.06	-0.10	0.00	0.00	-17.16	57.66

Segment Leq : 57.66 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.82	1.82

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-6.22	0.00	0.00	0.00	-15.53	49.64

Segment Leq : 49.64 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.09	1.09

ROAD (0.00 + 39.05 + 0.00) = 39.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-8.95	0.00	0.00	0.00	-18.38	39.05

Segment Leq : 39.05 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Total Leq All Segments: 60.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-16.77	-1.33	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-17.47	-1.34	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.13	3.13

ROAD (0.00 + 53.17 + 0.00) = 53.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-7.85	0.00	0.00	0.00	-17.00	53.17

Segment Leq : 53.17 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.29	!	3.29

ROAD (0.00 + 56.52 + 0.00) = 56.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-6.96	0.00	0.00	0.00	-16.90	56.52

Segment Leq : 56.52 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.98	!	1.98

ROAD (0.00 + 46.74 + 0.00) = 46.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-4.85	0.00	0.00	0.00	-15.10	46.74

Segment Leq : 46.74 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.16	!	1.16

ROAD (0.00 + 33.04 + 0.00) = 33.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-8.36	0.00	0.00	0.00	-18.31	33.04

Segment Leq : 33.04 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 59.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.51
(NIGHT): 59.03

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 3808/418 veh/TimePeriod *
Medium truck volume : 34/4 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.11
    
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.47 ! 1.47
    
```

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.63 0.00 -13.97 -1.33 0.00 0.00 -5.01 43.32
-----
    
```

Segment Leq : 43.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.99 + 0.00) = 41.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.24	0.00	-14.90	-1.34	0.00	0.00	-5.01	41.99

Segment Leq : 41.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.58 !	2.58

ROAD (0.00 + 63.70 + 0.00) = 63.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	83.08	0.00	-9.63	-0.97	0.00	0.00	-8.79	63.70

Segment Leq : 63.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.31 !	2.31

ROAD (0.00 + 58.67 + 0.00) = 58.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	80.21	0.00	-10.94	-0.98	0.00	0.00	-9.61	58.67

Segment Leq : 58.67 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.26 + 0.00) = 49.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-3.01	0.00	0.00	0.00	-5.09	49.26

Segment Leq : 49.26 dBA

Total Leq All Segments: 65.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	4.50 !	4.40 !	4.40

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.14	0.00	-13.00	-1.17	0.00	0.00	-0.07	41.90*
-90	90	0.59	56.14	0.00	-13.79	-1.33	0.00	0.00	0.00	41.01

* Bright Zone !

Segment Leq : 41.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	4.41 !	4.41

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.07	0.00	-13.91	-1.17	0.00	0.00	-0.07	41.92*
-90	90	0.59	57.07	0.00	-14.76	-1.34	0.00	0.00	0.00	40.98

* Bright Zone !

Segment Leq : 40.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	4.50 !	2.83 !	2.83

ROAD (0.00 + 61.86 + 0.00) = 61.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.35	0.00	-8.77	-0.78	0.00	0.00	-7.94	61.86

Segment Leq : 61.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	4.50 !	2.51 !	2.51

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.31	75.76	0.00	-10.05	-0.79	0.00	0.00	-8.97	55.94

Segment Leq : 55.94 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.83	!	4.50	!	5.72	!	5.72

ROAD (0.00 + 50.07 + 0.00) = 50.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.87	0.00	-0.79	0.00	0.00	0.00	99.00	149.07
-90	90	0.00	50.87	0.00	-0.79	0.00	0.00	0.00	0.00	50.07

* Bright Zone !

Segment Leq : 50.07 dBA

Total Leq All Segments: 63.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.05
(NIGHT): 63.13

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7660/665 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 17/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7937/878 veh/TimePeriod *
Medium truck volume : 80/9 veh/TimePeriod *
Heavy truck volume : 39/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 3808/418 veh/TimePeriod *
Medium truck volume : 34/4 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 90.11
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.69 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.80 0.00 -7.97 0.00 0.00 0.00 -10.36 43.47
-----
  
```

Segment Leq : 43.47 dBA

Results segment # 2: N.Service Rd (day)

 Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	1.50	-0.55	1.45

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.67	0.00	-8.61	0.00	0.00	0.00	-10.26	43.80

Segment Leq : 43.80 dBA

Results segment # 3: Hwy 401 SB (day)

 Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.47	2.47

ROAD (0.00 + 77.64 + 0.00) = 77.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.08	0.00	-5.44	0.00	0.00	0.00	-4.17	73.47*
-90	90	0.00	83.08	0.00	-5.44	0.00	0.00	0.00	0.00	77.64

* Bright Zone !

Segment Leq : 77.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	1.50	2.21	2.21

ROAD (0.00 + 73.49 + 0.00) = 73.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-6.72	0.00	0.00	0.00	-4.84	68.65*
-90	90	0.00	80.21	0.00	-6.72	0.00	0.00	0.00	0.00	73.49

* Bright Zone !

Segment Leq : 73.49 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	1.50	-0.60	1.40

ROAD (0.00 + 40.69 + 0.00) = 40.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-6.09	0.00	0.00	0.00	-10.58	40.69

Segment Leq : 40.69 dBA

Total Leq All Segments: 79.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	4.50	2.24	4.24

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-7.83	0.00	0.00	0.00	-4.45	41.79*
-90	90	0.00	54.07	0.00	-7.83	0.00	0.00	0.00	0.00	46.24

* Bright Zone !

Segment Leq : 46.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	2.29	4.29

ROAD (0.00 + 47.58 + 0.00) = 47.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.07	0.00	-8.49	0.00	0.00	0.00	-4.31	43.27*
-90	90	0.00	56.07	0.00	-8.49	0.00	0.00	0.00	0.00	47.58

* Bright Zone !

Segment Leq : 47.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.81	2.81

ROAD (0.00 + 74.16 + 0.00) = 74.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-5.19	0.00	0.00	0.00	-1.76	72.41*
-90	90	0.00	79.35	0.00	-5.19	0.00	0.00	0.00	0.00	74.16

* Bright Zone !

Segment Leq : 74.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	4.50	2.46	2.46

ROAD (0.00 + 69.23 + 0.00) = 69.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-6.53	0.00	0.00	0.00	-4.21	65.01*
-90	90	0.00	75.76	0.00	-6.53	0.00	0.00	0.00	0.00	69.23

* Bright Zone !

Segment Leq : 69.23 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.56 + 0.00) = 39.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.87	0.00	-6.30	0.00	0.00	0.00	-5.00	39.56

Segment Leq : 39.56 dBA

Total Leq All Segments: 75.38 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 79.06
(NIGHT): 75.38

Filename: s_hi_1b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 43.00 + 0.00) = 43.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-17.95	-1.46	0.00	0.00	0.00	43.00

Segment Leq : 43.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 43.18 + 0.00) = 43.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.60	-1.46	0.00	0.00	0.00	43.18

Segment Leq : 43.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.67 + 0.00) = 68.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.91	0.00	-11.83	-1.41	0.00	0.00	0.00	68.67

Segment Leq : 68.67 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

ROAD (0.00 + 64.29 + 0.00) = 64.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.06	0.00	-13.36	-1.41	0.00	0.00	0.00	64.29

Segment Leq : 64.29 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 48.62 + 0.00) = 48.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-13.95	-1.46	0.00	0.00	0.00	48.62

Segment Leq : 48.62 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 53.30 + 0.00) = 53.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-10.66	-1.46	0.00	0.00	0.00	53.30

Segment Leq : 53.30 dBA

Total Leq All Segments: 70.16 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 35.41 + 0.00) = 35.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.74	0.00	-17.87	-1.46	0.00	0.00	0.00	35.41

Segment Leq : 35.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 36.23 + 0.00) = 36.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.18	0.00	-18.49	-1.46	0.00	0.00	0.00	36.23

Segment Leq : 36.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 64.52 + 0.00) = 64.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.48	0.00	-11.55	-1.41	0.00	0.00	0.00	64.52

Segment Leq : 64.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

ROAD (0.00 + 60.15 + 0.00) = 60.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	74.63	0.00	-13.07	-1.41	0.00	0.00	0.00	60.15

Segment Leq : 60.15 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 43.73 + 0.00) = 43.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.85	0.00	-13.66	-1.46	0.00	0.00	0.00	43.73

Segment Leq : 43.73 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.14	0.00	-10.21	-1.46	0.00	0.00	0.00	50.48

Segment Leq : 50.48 dBA

Total Leq All Segments: 66.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.16
(NIGHT): 66.03

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 20959/1670 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.62

```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 37.89 + 0.00) = 37.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-23.07	-1.46	0.00	0.00	0.00	37.89

Segment Leq : 37.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 38.39 + 0.00) = 38.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-23.40	-1.46	0.00	0.00	0.00	38.39

Segment Leq : 38.39 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 53.09 + 0.00) = 53.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.91	0.00	-14.47	-0.71	0.00	0.00	-13.64	53.09

Segment Leq : 53.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.47	2.47

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.06	0.00	-14.95	-0.71	0.00	0.00	-13.76	49.64

Segment Leq : 49.64 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 41.86 + 0.00) = 41.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-20.70	-1.46	0.00	0.00	0.00	41.86

Segment Leq : 41.86 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 47.22 + 0.00) = 47.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-16.73	-1.46	0.00	0.00	0.00	47.22

Segment Leq : 47.22 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.31 + 0.00) = 58.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.27	0.00	-4.96	0.00	0.00	0.00	0.00	58.31

Segment Leq : 58.31 dBA

Total Leq All Segments: 60.23 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 31.31 + 0.00) = 31.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-22.09	-1.34	0.00	0.00	0.00	31.31

Segment Leq : 31.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.55 + 0.00) = 32.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.18	0.00	-22.30	-1.34	0.00	0.00	0.00	32.55

Segment Leq : 32.55 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.62	!	2.62

ROAD (0.00 + 50.24 + 0.00) = 50.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.48	0.00	-13.30	-0.50	0.00	0.00	-13.46	50.24

Segment Leq : 50.24 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.34	!	4.50	!	2.55	!	2.55

ROAD (0.00 + 46.78 + 0.00) = 46.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	74.63	0.00	-13.76	-0.50	0.00	0.00	-13.59	46.78

Segment Leq : 46.78 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 37.81 + 0.00) = 37.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.85	0.00	-19.71	-1.34	0.00	0.00	0.00	37.81

Segment Leq : 37.81 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 45.21 + 0.00) = 45.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	62.14	0.00	-15.61	-1.33	0.00	0.00	0.00	45.21

Segment Leq : 45.21 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.30	0.00	-2.22	0.00	0.00	0.00	0.00	53.08

Segment Leq : 53.08 dBA

Total Leq All Segments: 56.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.23
(NIGHT): 56.01

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 212.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 20959/1670 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 41.27 + 0.00) = 41.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.03	0.00	-23.30	-1.46	0.00	0.00	0.00	41.27

Segment Leq : 41.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.70	0.00	-23.65	-1.46	0.00	0.00	0.00	39.59

Segment Leq : 39.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.53	2.53

ROAD (0.00 + 52.76 + 0.00) = 52.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.91	0.00	-14.78	-0.71	0.00	0.00	-13.65	52.76

Segment Leq : 52.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.46	2.46

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	79.06	0.00	-15.22	-0.71	0.00	0.00	-13.76	49.37

Segment Leq : 49.37 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.27	0.00	-6.70	-1.46	0.00	0.00	0.00	55.12

Segment Leq : 55.12 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 39.34 + 0.00) = 39.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.84	0.00	-21.04	-1.46	0.00	0.00	0.00	39.34

Segment Leq : 39.34 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 43.38 + 0.00) = 43.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.08	0.00	-16.25	-1.46	0.00	0.00	0.00	43.38

Segment Leq : 43.38 dBA

Total Leq All Segments: 58.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 34.54 + 0.00) = 34.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.88	0.00	-22.01	-1.33	0.00	0.00	0.00	34.54

Segment Leq : 34.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.90 + 0.00) = 33.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.54	0.00	-22.30	-1.34	0.00	0.00	0.00	33.90

Segment Leq : 33.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	10.74	10.74

ROAD (0.00 + 58.82 + 0.00) = 58.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.48	0.00	-13.35	-0.50	0.00	0.00	99.00	162.64
-90	90	0.54	77.48	0.00	-17.41	-1.25	0.00	0.00	0.00	58.82

* Bright Zone !

Segment Leq : 58.82 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.55	2.55

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	74.63	0.00	-13.81	-0.50	0.00	0.00	-13.59	46.73

Segment Leq : 46.73 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.86 + 0.00) = 49.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.30	0.00	-4.08	-1.35	0.00	0.00	0.00	49.86

Segment Leq : 49.86 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.82 m

ROAD (0.00 + 35.82 + 0.00) = 35.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.94	0.00	-19.78	-1.34	0.00	0.00	0.00	35.82

Segment Leq : 35.82 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 42.36 + 0.00) = 42.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	58.56	0.00	-14.85	-1.35	0.00	0.00	0.00	42.36

Segment Leq : 42.36 dBA

Total Leq All Segments: 59.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.15
(NIGHT): 59.70

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 199.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 43.66 + 0.00) = 43.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.03	0.00	-20.92	-1.46	0.00	0.00	0.00	43.66

Segment Leq : 43.66 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 42.02 + 0.00) = 42.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.70	0.00	-21.23	-1.46	0.00	0.00	0.00	42.02

Segment Leq : 42.02 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 52.88 + 0.00) = 52.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.91	0.00	-11.96	-0.26	0.00	0.00	-16.80	52.88

Segment Leq : 52.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.56	2.56

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.06	0.00	-12.42	-0.27	0.00	0.00	-16.84	49.53

Segment Leq : 49.53 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	0.84	0.84

ROAD (0.00 + 32.10 + 0.00) = 32.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	61.84	0.00	-18.19	-1.29	0.00	0.00	-10.27	32.10

Segment Leq : 32.10 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.65	0.65

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.08	0.00	-16.10	-1.30	0.00	0.00	-11.07	32.62

Segment Leq : 32.62 dBA

Total Leq All Segments: 55.14 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 36.66 + 0.00) = 36.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.88	0.00	-19.89	-1.33	0.00	0.00	0.00	36.66

Segment Leq : 36.66 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 35.96 + 0.00) = 35.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.54	0.00	-20.24	-1.34	0.00	0.00	0.00	35.96

Segment Leq : 35.96 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 49.91 + 0.00) = 49.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.48	0.00	-10.86	-0.01	0.00	0.00	-16.71	49.91

Segment Leq : 49.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.65	2.65

ROAD (0.00 + 46.56 + 0.00) = 46.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.63	0.00	-11.29	-0.01	0.00	0.00	-16.76	46.56

Segment Leq : 46.56 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	0.87 !	0.87

ROAD (0.00 + 28.63 + 0.00) = 28.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.94	0.00	-17.06	-1.12	0.00	0.00	-10.13	28.63

Segment Leq : 28.63 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.63 !	4.50 !	0.70 !	0.70

ROAD (0.00 + 31.67 + 0.00) = 31.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	58.56	0.00	-14.92	-1.13	0.00	0.00	-10.85	31.67

Segment Leq : 31.67 dBA

Total Leq All Segments: 51.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.14
(NIGHT): 51.88

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7813/735 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6554/678 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.12
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.63

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.78 + 0.00) = 42.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.21	0.00	-16.97	-1.46	0.00	0.00	0.00	42.78

Segment Leq : 42.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.48 + 0.00) = 41.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.65	0.00	-17.71	-1.46	0.00	0.00	0.00	41.48

Segment Leq : 41.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 66.72 + 0.00) = 66.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.61	0.00	-14.48	-1.41	0.00	0.00	0.00	66.72

Segment Leq : 66.72 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 63.41 + 0.00) = 63.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.37	0.00	-15.54	-1.42	0.00	0.00	0.00	63.41

Segment Leq : 63.41 dBA

Total Leq All Segments: 68.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 36.11 + 0.00) = 36.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.96	0.00	-16.49	-1.35	0.00	0.00	0.00	36.11

Segment Leq : 36.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.15 + 0.00) = 35.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.69	0.00	-17.19	-1.35	0.00	0.00	0.00	35.15

Segment Leq : 35.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.83 + 0.00) = 63.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.93	0.00	-13.85	-1.25	0.00	0.00	0.00	63.83

Segment Leq : 63.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 60.22 + 0.00) = 60.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-14.84	-1.26	0.00	0.00	0.00	60.22

Segment Leq : 60.22 dBA

Total Leq All Segments: 65.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.40
(NIGHT): 65.41

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 188.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-19.88	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.44 + 0.00) = 40.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-20.35	-1.46	0.00	0.00	0.00	40.44

Segment Leq : 40.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.43 !	2.43

ROAD (0.00 + 63.06 + 0.00) = 63.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	82.61	0.00	-16.80	-1.20	0.00	0.00	-4.37	60.24*
-90	90	0.63	82.61	0.00	-18.14	-1.41	0.00	0.00	0.00	63.06

* Bright Zone !

Segment Leq : 63.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.30 !	2.30

ROAD (0.00 + 60.14 + 0.00) = 60.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	80.37	0.00	-17.43	-1.21	0.00	0.00	-4.70	57.02*
-90	90	0.64	80.37	0.00	-18.81	-1.42	0.00	0.00	0.00	60.14

* Bright Zone !

Segment Leq : 60.14 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.56 m

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-5.68	-1.46	0.00	0.00	0.00	55.16

Segment Leq : 55.16 dBA

Total Leq All Segments: 65.32 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.34 + 0.00) = 31.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-18.96	-1.35	0.00	0.00	0.00	31.34

Segment Leq : 31.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.46 + 0.00) = 35.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-19.42	-1.35	0.00	0.00	0.00	35.46

Segment Leq : 35.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.52	2.52

ROAD (0.00 + 60.79 + 0.00) = 60.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	78.93	0.00	-15.58	-1.03	0.00	0.00	-4.04	58.29*
-90	90	0.54	78.93	0.00	-16.89	-1.25	0.00	0.00	0.00	60.79

* Bright Zone !

Segment Leq : 60.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.38	2.38

ROAD (0.00 + 57.48 + 0.00) = 57.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	76.32	0.00	-16.22	-1.03	0.00	0.00	-4.51	54.56*
-90	90	0.55	76.32	0.00	-17.58	-1.26	0.00	0.00	0.00	57.48

* Bright Zone !

Segment Leq : 57.48 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.55 m

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.74	0.00	-2.34	-1.35	0.00	0.00	0.00	50.05

Segment Leq : 50.05 dBA

Total Leq All Segments: 62.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.32
(NIGHT): 62.71

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.50 + 0.00) = 39.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-19.39	-1.46	0.00	0.00	0.00	39.50

Segment Leq : 39.50 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.90 + 0.00) = 40.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-19.90	-1.46	0.00	0.00	0.00	40.90

Segment Leq : 40.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.43	2.43

ROAD (0.00 + 63.68 + 0.00) = 63.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	82.61	0.00	-16.24	-1.20	0.00	0.00	-4.35	60.82*
-90	90	0.63	82.61	0.00	-17.52	-1.41	0.00	0.00	0.00	63.68

* Bright Zone !

Segment Leq : 63.68 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.30	2.30

ROAD (0.00 + 60.70 + 0.00) = 60.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.52	80.37	0.00	-16.91	-1.21	0.00	0.00	-4.70	57.55*
-90	90	0.64	80.37	0.00	-18.25	-1.42	0.00	0.00	0.00	60.70

* Bright Zone !

Segment Leq : 60.70 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.56 m

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-5.68	-1.46	0.00	0.00	0.00	55.16

Segment Leq : 55.16 dBA

Total Leq All Segments: 65.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.83 + 0.00) = 31.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-18.47	-1.35	0.00	0.00	0.00	31.83

Segment Leq : 31.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.91 + 0.00) = 35.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-18.97	-1.35	0.00	0.00	0.00	35.91

Segment Leq : 35.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.53	2.53

ROAD (0.00 + 61.35 + 0.00) = 61.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	78.93	0.00	-15.06	-1.03	0.00	0.00	-3.99	58.86*
-90	90	0.54	78.93	0.00	-16.33	-1.25	0.00	0.00	0.00	61.35

* Bright Zone !

Segment Leq : 61.35 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.39	2.39

ROAD (0.00 + 58.02 + 0.00) = 58.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	76.32	0.00	-15.72	-1.03	0.00	0.00	-4.48	55.09*
-90	90	0.55	76.32	0.00	-17.04	-1.26	0.00	0.00	0.00	58.02

* Bright Zone !

Segment Leq : 58.02 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.55 m

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.74	0.00	-2.34	-1.35	0.00	0.00	0.00	50.05

Segment Leq : 50.05 dBA

Total Leq All Segments: 63.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.86
(NIGHT): 63.23

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-8.94	0.00	0.00	0.00	0.00	50.96

Segment Leq : 50.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-9.49	0.00	0.00	0.00	0.00	53.40

Segment Leq : 53.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.85	2.85

ROAD (0.00 + 60.81 + 0.00) = 60.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-6.96	0.00	0.00	0.00	-14.84	60.81

Segment Leq : 60.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.64	2.64

ROAD (0.00 + 57.34 + 0.00) = 57.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-7.90	0.00	0.00	0.00	-15.13	57.34

Segment Leq : 57.34 dBA

Results segment # 5: Cousineau (day)

Source height = 0.56 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.30	0.00	-4.37	0.00	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Total Leq All Segments: 64.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-8.83	0.00	0.00	0.00	0.00	42.88

Segment Leq : 42.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 46.28 + 0.00) = 46.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-9.40	0.00	0.00	0.00	0.00	46.28

Segment Leq : 46.28 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.10	3.10

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-6.78	0.00	0.00	0.00	-14.34	57.81

Segment Leq : 57.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.84 !	2.84

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-7.76	0.00	0.00	0.00	-14.75	53.82

Segment Leq : 53.82 dBA

Results segment # 5: Cousineau (night)

Source height = 0.55 m

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.74	0.00	-3.68	0.00	0.00	0.00	0.00	50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 60.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.33
(NIGHT): 60.04

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.16	0.00	0.00	0.00	0.00	52.74

Segment Leq : 52.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-7.97	0.00	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.35	3.35

ROAD (0.00 + 64.70 + 0.00) = 64.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-3.74	0.00	0.00	0.00	-14.17	64.70

Segment Leq : 64.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.91	2.91

ROAD (0.00 + 60.06 + 0.00) = 60.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-5.52	0.00	0.00	0.00	-14.79	60.06

Segment Leq : 60.06 dBA

Results segment # 5: Cousineau (day)

Source height = 0.56 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.30	0.00	-4.37	0.00	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Total Leq All Segments: 67.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 44.72 + 0.00) = 44.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.99	0.00	0.00	0.00	0.00	44.72

Segment Leq : 44.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-7.83	0.00	0.00	0.00	0.00	47.85

Segment Leq : 47.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.94	3.94

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-3.36	0.00	0.00	0.00	-12.82	62.75

Segment Leq : 62.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	3.27 !	3.27

ROAD (0.00 + 57.01 + 0.00) = 57.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-5.27	0.00	0.00	0.00	-14.04	57.01

Segment Leq : 57.01 dBA

Results segment # 5: Cousineau (night)

Source height = 0.55 m

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.74	0.00	-3.68	0.00	0.00	0.00	0.00	50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 64.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.06
(NIGHT): 64.11

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-15.97	-1.46	0.00	0.00	0.00	42.47

Segment Leq : 42.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-16.77	-1.46	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.15 + 0.00) = 68.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.61	0.00	-13.05	-1.41	0.00	0.00	0.00	68.15

Segment Leq : 68.15 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 64.56 + 0.00) = 64.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.37	0.00	-14.39	-1.42	0.00	0.00	0.00	64.56

Segment Leq : 64.56 dBA

Total Leq All Segments: 69.75 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.76 + 0.00) = 34.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-15.59	-1.35	0.00	0.00	0.00	34.76

Segment Leq : 34.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 38.05 + 0.00) = 38.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-16.28	-1.35	0.00	0.00	0.00	38.05

Segment Leq : 38.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 65.07 + 0.00) = 65.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.93	0.00	-12.61	-1.25	0.00	0.00	0.00	65.07

Segment Leq : 65.07 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 61.29 + 0.00) = 61.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-13.77	-1.26	0.00	0.00	0.00	61.29

Segment Leq : 61.29 dBA

Total Leq All Segments: 66.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.75
(NIGHT): 66.60

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-11.60	-1.46	0.00	0.00	0.00	46.84

Segment Leq : 46.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-12.76	-1.46	0.00	0.00	0.00	48.68

Segment Leq : 48.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 75.94 + 0.00) = 75.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.61	0.00	-5.26	-1.41	0.00	0.00	0.00	75.94

Segment Leq : 75.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 70.46 + 0.00) = 70.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.37	0.00	-8.49	-1.42	0.00	0.00	0.00	70.46

Segment Leq : 70.46 dBA

Total Leq All Segments: 77.03 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-11.46	-1.35	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 41.77 + 0.00) = 41.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-12.56	-1.35	0.00	0.00	0.00	41.77

Segment Leq : 41.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 72.10 + 0.00) = 72.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.93	0.00	-5.58	-1.25	0.00	0.00	0.00	72.10

Segment Leq : 72.10 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 66.64 + 0.00) = 66.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-8.42	-1.26	0.00	0.00	0.00	66.64

Segment Leq : 66.64 dBA

Total Leq All Segments: 73.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.03
(NIGHT): 73.19

Filename: s_jk_3b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 30768/2224 veh/TimePeriod *
Medium truck volume : 411/30 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33655
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.26

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.25 + 0.00) = 39.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-19.20	-1.46	0.00	0.00	0.00	39.25

Segment Leq : 39.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 41.76 + 0.00) = 41.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-19.68	-1.46	0.00	0.00	0.00	41.76

Segment Leq : 41.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 55.57 + 0.00) = 55.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.44	0.00	-11.23	-0.57	0.00	0.00	-15.07	55.57

Segment Leq : 55.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.51	2.51

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-11.97	-0.58	0.00	0.00	-15.29	52.53

Segment Leq : 52.53 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 58.27 + 0.00) = 58.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.96	0.00	-9.23	-1.46	0.00	0.00	0.00	58.27

Segment Leq : 58.27 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.87 m

ROAD (0.00 + 47.47 + 0.00) = 47.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.78	0.00	-9.85	-1.46	0.00	0.00	0.00	47.47

Segment Leq : 47.47 dBA

Total Leq All Segments: 61.11 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.96 + 0.00) = 30.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	51.71	0.00	-19.30	-1.46	0.00	0.00	0.00	30.96

Segment Leq : 30.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 34.44 + 0.00) = 34.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.68	0.00	-19.77	-1.46	0.00	0.00	0.00	34.44

Segment Leq : 34.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.66	2.66

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.93	0.00	-11.36	-0.57	0.00	0.00	-15.08	51.93

Segment Leq : 51.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.50	2.50

ROAD (0.00 + 48.37 + 0.00) = 48.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.32	0.00	-12.08	-0.58	0.00	0.00	-15.29	48.37

Segment Leq : 48.37 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.57	0.00	-9.62	-1.46	0.00	0.00	0.00	49.49

Segment Leq : 49.49 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.88 m

ROAD (0.00 + 42.10 + 0.00) = 42.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.77	0.00	-10.21	-1.46	0.00	0.00	0.00	42.10

Segment Leq : 42.10 dBA

Total Leq All Segments: 55.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.11
(NIGHT): 55.24

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 30768/2224 veh/TimePeriod *
Medium truck volume : 411/30 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33655
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.26

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.87	0.00	-12.15	0.00	0.00	0.00	0.00	53.72

Segment Leq : 53.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-12.44	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 65.44 + 0.00) = 65.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-8.22	0.00	0.00	0.00	-8.78	65.44

Segment Leq : 65.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 61.39 + 0.00) = 61.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-8.94	0.00	0.00	0.00	-8.85	61.39

Segment Leq : 61.39 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.97	0.97

ROAD (0.00 + 38.45 + 0.00) = 38.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-9.60	0.00	0.00	0.00	-15.46	38.45

Segment Leq : 38.45 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 59.89 + 0.00) = 59.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.96	0.00	-9.07	0.00	0.00	0.00	0.00	59.89

Segment Leq : 59.89 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.62 m

ROAD (0.00 + 57.31 + 0.00) = 57.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-12.27	0.00	0.00	0.00	0.00	57.31

Segment Leq : 57.31 dBA

Total Leq All Segments: 68.37 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-11.80	0.00	0.00	0.00	0.00	46.37

Segment Leq : 46.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 46.21 + 0.00) = 46.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.33	0.00	-12.11	0.00	0.00	0.00	0.00	46.21

Segment Leq : 46.21 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 63.60 + 0.00) = 63.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-7.35	0.00	0.00	0.00	-7.98	63.60

Segment Leq : 63.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.46	0.00	-8.26	0.00	0.00	0.00	-8.22	58.98

Segment Leq : 58.98 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.01	1.01

ROAD (0.00 + 33.66 + 0.00) = 33.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-8.99	0.00	0.00	0.00	-15.29	33.66

Segment Leq : 33.66 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.57	0.00	-8.99	0.00	0.00	0.00	0.00	51.57

Segment Leq : 51.57 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.62 m

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-11.93	0.00	0.00	0.00	0.00	53.20

Segment Leq : 53.20 dBA

Total Leq All Segments: 65.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.37
(NIGHT): 65.47

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 15920/3436 veh/TimePeriod *
Medium truck volume : 847/183 veh/TimePeriod *
Heavy truck volume : 5993/1293 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 26.33
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14723/3197 veh/TimePeriod *
Medium truck volume : 1138/247 veh/TimePeriod *
Heavy truck volume : 9655/2096 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.46
Heavy Truck % of Total Volume : 37.84
Day (16 hrs) % of Total Volume : 82.16

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.27 m

ROAD (0.00 + 64.56 + 0.00) = 64.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.88	0.00	-14.90	-1.42	0.00	0.00	0.00	64.56

Segment Leq : 64.56 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 67.39 + 0.00) = 67.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.74	0.00	-13.93	-1.41	0.00	0.00	0.00	67.39

Segment Leq : 67.39 dBA

Total Leq All Segments: 69.21 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.27 m

ROAD (0.00 + 61.73 + 0.00) = 61.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.23	0.00	-14.25	-1.26	0.00	0.00	0.00	61.73

Segment Leq : 61.73 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 64.51 + 0.00) = 64.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.12	0.00	-13.35	-1.25	0.00	0.00	0.00	64.51

Segment Leq : 64.51 dBA

Total Leq All Segments: 66.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.21
(NIGHT): 66.35

**APPENDIX B.5.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2B 2015**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 4915/557 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.82
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 37.94 + 0.00) = 37.94 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.23 -1.24 0.00 0.00 -13.81 37.94
-----
```

Segment Leq : 37.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 39.89 + 0.00) = 39.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-7.62	-1.24	0.00	0.00	-13.93	39.89

Segment Leq : 39.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-9.68	0.00	0.00	0.00	-16.75	53.95

Segment Leq : 53.95 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.77	!	2.77

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-9.05	0.00	0.00	0.00	-16.72	51.39

Segment Leq : 51.39 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.59	!	1.50	!	1.65	!	1.65

ROAD (0.00 + 43.73 + 0.00) = 43.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-10.33	0.00	0.00	0.00	-15.80	43.73

Segment Leq : 43.73 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	1.50	!	1.07	!	1.07

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.61	0.00	0.00	0.00	-18.18	38.71

Segment Leq : 38.71 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 31.49 + 0.00) = 31.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.98	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.49

Segment Leq : 31.49 dBA

Total Leq All Segments: 56.38 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.44 !	4.44

ROAD (0.00 + 43.65 + 0.00) = 43.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-8.37	-1.07	0.00	0.00	-5.00	39.77*
-90	90	0.59	54.20	0.00	-9.21	-1.34	0.00	0.00	0.00	43.65

* Bright Zone !

Segment Leq : 43.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.42 !	4.42

ROAD (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-6.76	-1.07	0.00	0.00	-5.00	43.78

Segment Leq : 43.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.40 ! 4.50 ! 2.86 ! 2.86

ROAD (0.00 + 50.56 + 0.00) = 50.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-9.49	0.00	0.00	0.00	-16.62	50.56

Segment Leq : 50.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.40 ! 4.50 ! 2.93 ! 2.93

ROAD (0.00 + 49.32 + 0.00) = 49.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-8.86	0.00	0.00	0.00	-16.57	49.32

Segment Leq : 49.32 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.69	!	1.69

ROAD (0.00 + 39.65 + 0.00) = 39.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-10.16	0.00	0.00	0.00	-15.70	39.65

Segment Leq : 39.65 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.15	!	1.15

ROAD (0.00 + 32.29 + 0.00) = 32.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-8.19	0.00	0.00	0.00	-18.11	32.29

Segment Leq : 32.29 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.50 + 0.00) = 33.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.53	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.50

Segment Leq : 33.50 dBA

Total Leq All Segments: 54.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.38
(NIGHT): 54.14

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 4915/557 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.82
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 37.94 + 0.00) = 37.94 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.23 -1.24 0.00 0.00 -13.81 37.94
-----
```

Segment Leq : 37.94 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 39.89 + 0.00) = 39.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-7.62	-1.24	0.00	0.00	-13.93	39.89

Segment Leq : 39.89 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.61 + 0.00) = 54.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-9.05	0.00	0.00	0.00	-16.72	54.61

Segment Leq : 54.61 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.83 !	2.83

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.16	0.00	-8.35	0.00	0.00	0.00	-16.68	52.13

Segment Leq : 52.13 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.59 !	1.50 !	1.66 !	1.66

ROAD (0.00 + 44.29 + 0.00) = 44.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-9.79	0.00	0.00	0.00	-15.79	44.29

Segment Leq : 44.29 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.11 !	1.11

ROAD (0.00 + 39.56 + 0.00) = 39.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-7.77	0.00	0.00	0.00	-18.16	39.56

Segment Leq : 39.56 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.49 + 0.00) = 31.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	56.98	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.49

Segment Leq : 31.49 dBA

Total Leq All Segments: 57.04 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	2.44	4.44

ROAD (0.00 + 43.65 + 0.00) = 43.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-8.37	-1.07	0.00	0.00	-5.00	39.77*
-90	90	0.59	54.20	0.00	-9.21	-1.34	0.00	0.00	0.00	43.65

* Bright Zone !

Segment Leq : 43.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	2.33	4.33

ROAD (0.00 + 43.56 + 0.00) = 43.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-6.90	-1.07	0.00	0.00	-5.08	43.56

Segment Leq : 43.56 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.92	!	2.92

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.90	0.00	0.00	0.00	-16.57	51.20

Segment Leq : 51.20 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.02	!	3.02

ROAD (0.00 + 50.08 + 0.00) = 50.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-8.17	0.00	0.00	0.00	-16.50	50.08

Segment Leq : 50.08 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.70	!	1.70

ROAD (0.00 + 40.24 + 0.00) = 40.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-9.60	0.00	0.00	0.00	-15.67	40.24

Segment Leq : 40.24 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.20	!	1.20

ROAD (0.00 + 33.15 + 0.00) = 33.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-7.37	0.00	0.00	0.00	-18.07	33.15

Segment Leq : 33.15 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.50 + 0.00) = 33.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.53	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.50

Segment Leq : 33.50 dBA

Total Leq All Segments: 54.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.04
(NIGHT): 54.69

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 37.80 + 0.00) = 37.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.96 -1.24 0.00 0.00 -13.22 37.80
-----
  
```

Segment Leq : 37.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.57	!	1.43

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-8.16	-1.24	0.00	0.00	-13.36	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.79	!	2.79

ROAD (0.00 + 54.89 + 0.00) = 54.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-8.79	0.00	0.00	0.00	-16.71	54.89

Segment Leq : 54.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.47 !	2.47

ROAD (0.00 + 53.39 + 0.00) = 53.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-8.04	0.00	0.00	0.00	-16.90	53.39

Segment Leq : 53.39 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.59 !	1.50 !	1.67 !	1.67

ROAD (0.00 + 45.03 + 0.00) = 45.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-9.06	0.00	0.00	0.00	-15.77	45.03

Segment Leq : 45.03 dBA

Total Leq All Segments: 57.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-9.09	-1.07	0.00	0.00	-5.02	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.17

Segment Leq : 43.17 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.95	!	2.95

ROAD (0.00 + 51.45 + 0.00) = 51.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.67	0.00	0.00	0.00	-16.55	51.45

Segment Leq : 51.45 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.98	!	4.50	!	2.67	!	2.67

ROAD (0.00 + 48.37 + 0.00) = 48.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.90	0.00	0.00	0.00	-16.71	48.37

Segment Leq : 48.37 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.60 ! 4.50 ! 1.72 ! 1.72

ROAD (0.00 + 40.89 + 0.00) = 40.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-8.99	0.00	0.00	0.00	-15.64	40.89

Segment Leq : 40.89 dBA

Total Leq All Segments: 53.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.59
(NIGHT): 53.97

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! -0.55 ! 1.45

```

ROAD (0.00 + 37.80 + 0.00) = 37.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 62.22 0.00 -9.96 -1.24 0.00 0.00 -13.22 37.80
-----

```

Segment Leq : 37.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	62.68	0.00	-8.16	-1.24	0.00	0.00	-13.36	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.80 !	2.80

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.39	0.00	-8.67	0.00	0.00	0.00	-16.70	55.01

Segment Leq : 55.01 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.49 !	2.49

ROAD (0.00 + 53.54 + 0.00) = 53.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.90	0.00	0.00	0.00	-16.89	53.54

Segment Leq : 53.54 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.59 !	1.50 !	1.67 !	1.67

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-8.99	0.00	0.00	0.00	-15.76	45.11

Segment Leq : 45.11 dBA

Total Leq All Segments: 57.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.20	0.00	-9.09	-1.07	0.00	0.00	-5.02	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	56.61	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.17

Segment Leq : 43.17 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.97	!	2.97

ROAD (0.00 + 51.59 + 0.00) = 51.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.55	0.00	0.00	0.00	-16.54	51.59

Segment Leq : 51.59 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.98	!	4.50	!	2.69	!	2.69

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.76	0.00	0.00	0.00	-16.70	48.53

Segment Leq : 48.53 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.60 ! 4.50 ! 1.72 ! 1.72

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-8.88	0.00	0.00	0.00	-15.63	41.01

Segment Leq : 41.01 dBA

Total Leq All Segments: 54.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.72
(NIGHT): 54.10

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6190/503 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.49

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7277/795 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8208
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.15

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 1.50 ! 1.40 ! 1.40
```

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.79 0.00 -6.30 0.00 0.00 0.00 0.00 -5.04 49.45
-----
```

Segment Leq : 49.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	1.40 !	1.40

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.45	0.00	-5.31	0.00	0.00	0.00	-5.04	52.10

Segment Leq : 52.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	2.78 !	2.78

ROAD (0.00 + 54.29 + 0.00) = 54.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.85	0.00	-8.63	0.00	0.00	0.00	-17.92	54.29

Segment Leq : 54.29 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.67 !	2.67

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.85	0.00	0.00	0.00	-17.94	52.53

Segment Leq : 52.53 dBA

Total Leq All Segments: 58.44 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.67 !	4.50 !	3.87 !	3.87

ROAD (0.00 + 46.42 + 0.00) = 46.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.92	0.00	-6.50	0.00	0.00	0.00	-0.29	46.14*
-90	90	0.00	52.92	0.00	-6.50	0.00	0.00	0.00	0.00	46.42

* Bright Zone !

Segment Leq : 46.42 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	3.62	3.62

ROAD (0.00 + 50.20 + 0.00) = 50.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.76	0.00	-5.56	0.00	0.00	0.00	-0.39	49.81*
-90	90	0.00	55.76	0.00	-5.56	0.00	0.00	0.00	0.00	50.20

* Bright Zone !

Segment Leq : 50.20 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.91	2.91

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-8.75	0.00	0.00	0.00	-17.84	50.06

Segment Leq : 50.06 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.98 ! 4.50 ! 2.83 ! 2.83

ROAD (0.00 + 47.14 + 0.00) = 47.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.99	0.00	0.00	0.00	-17.85	47.14

Segment Leq : 47.14 dBA

Total Leq All Segments: 54.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.44
(NIGHT): 54.80

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 232.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 216.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 215.00 / 211.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.80 / 182.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 314.80 / 307.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 13443/1199 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.81

```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-12.67	-1.46	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-11.21	-1.46	0.00	0.00	0.00	49.95

Segment Leq : 49.95 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.52	2.52

ROAD (0.00 + 48.76 + 0.00) = 48.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.14	0.00	-14.56	-0.57	0.00	0.00	-15.25	48.76

Segment Leq : 48.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.32	2.32

ROAD (0.00 + 46.28 + 0.00) = 46.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.51	0.00	-14.24	-0.59	0.00	0.00	-15.40	46.28

Segment Leq : 46.28 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-18.26	-1.46	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 41.03 + 0.00) = 41.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-21.94	-1.46	0.00	0.00	0.00	41.03

Segment Leq : 41.03 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.96 + 0.00) = 58.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-2.39	0.00	0.00	0.00	0.00	58.96

Segment Leq : 58.96 dBA

Total Leq All Segments: 60.38 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 40.54 + 0.00) = 40.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-11.51	-1.35	0.00	0.00	0.00	40.54

Segment Leq : 40.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.53 + 0.00) = 44.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.76	0.00	-9.90	-1.33	0.00	0.00	0.00	44.53

Segment Leq : 44.53 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.59	2.59

ROAD (0.00 + 44.98 + 0.00) = 44.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	73.85	0.00	-13.42	-0.34	0.00	0.00	-15.11	44.98

Segment Leq : 44.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.40	2.40

ROAD (0.00 + 40.44 + 0.00) = 40.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	69.27	0.00	-13.10	-0.36	0.00	0.00	-15.37	40.44

Segment Leq : 40.44 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-17.29	-1.34	0.00	0.00	0.00	39.63

Segment Leq : 39.63 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 38.68 + 0.00) = 38.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.83	0.00	-20.82	-1.33	0.00	0.00	0.00	38.68

Segment Leq : 38.68 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-2.86	0.00	0.00	0.00	0.00	51.00

Segment Leq : 51.00 dBA

Total Leq All Segments: 53.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.38
(NIGHT): 53.52

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 13443/1199 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14642
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.81
  
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 61.54 + 0.00) = 61.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.83	0.00	-3.29	0.00	0.00	0.00	0.00	61.54

Segment Leq : 61.54 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 63.10 + 0.00) = 63.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.38	0.00	-0.28	0.00	0.00	0.00	0.00	63.10

Segment Leq : 63.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.57	2.57

ROAD (0.00 + 53.35 + 0.00) = 53.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-10.61	0.00	0.00	0.00	-15.19	53.35

Segment Leq : 53.35 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.39	2.39

ROAD (0.00 + 50.90 + 0.00) = 50.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.51	0.00	-10.16	0.00	0.00	0.00	-15.44	50.90

Segment Leq : 50.90 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 51.42 + 0.00) = 51.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.96	0.00	-9.54	0.00	0.00	0.00	0.00	51.42

Segment Leq : 51.42 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 48.71 + 0.00) = 48.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	-11.83	0.00	0.00	0.00	0.00	48.71

Segment Leq : 48.71 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.35	0.00	-3.80	0.00	0.00	0.00	0.00	57.54

Segment Leq : 57.54 dBA

Total Leq All Segments: 66.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.54	0.00	-3.68	0.00	0.00	0.00	0.00	52.86

Segment Leq : 52.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 55.40 + 0.00) = 55.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.42	0.00	-1.03	0.00	0.00	0.00	0.00	55.40

Segment Leq : 55.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.38	!	4.50	!	2.66	!	2.66

ROAD (0.00 + 48.16 + 0.00) = 48.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.85	0.00	-10.68	0.00	0.00	0.00	-15.01	48.16

Segment Leq : 48.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.17	!	4.50	!	2.49	!	2.49

ROAD (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.27	0.00	-10.24	0.00	0.00	0.00	-15.25	43.78

Segment Leq : 43.78 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.79 m

ROAD (0.00 + 46.87 + 0.00) = 46.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.50	0.00	-9.63	0.00	0.00	0.00	0.00	46.87

Segment Leq : 46.87 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 45.91 + 0.00) = 45.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.80	0.00	-11.89	0.00	0.00	0.00	0.00	45.91

Segment Leq : 45.91 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.00 + 0.00) = 52.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.86	0.00	-1.86	0.00	0.00	0.00	0.00	52.00

Segment Leq : 52.00 dBA

Total Leq All Segments: 59.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.62
(NIGHT): 59.42

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7000/682 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5830/575 veh/TimePeriod *
Medium truck volume : 5/1 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 91.02

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.74	0.00	-7.38	0.00	0.00	0.00	0.00	53.36

Segment Leq : 53.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.06	0.00	-6.30	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.55	2.55

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-9.12	0.00	0.00	0.00	-15.23	55.89

Segment Leq : 55.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.47	2.47

ROAD (0.00 + 54.56 + 0.00) = 54.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.47	0.00	0.00	0.00	-15.35	54.56

Segment Leq : 54.56 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 51.11 + 0.00) = 51.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	-9.44	0.00	0.00	0.00	0.00	51.11

Segment Leq : 51.11 dBA

Total Leq All Segments: 61.00 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.10 + 0.00) = 46.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.63	0.00	-7.53	0.00	0.00	0.00	0.00	46.10

Segment Leq : 46.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.99	0.00	-6.50	0.00	0.00	0.00	0.00	46.49

Segment Leq : 46.49 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.68	2.68

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-9.23	0.00	0.00	0.00	-14.99	51.95

Segment Leq : 51.95 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.62 !	2.62

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.59	0.00	0.00	0.00	-15.07	49.61

Segment Leq : 49.61 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 48.26 + 0.00) = 48.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.80	0.00	-9.54	0.00	0.00	0.00	0.00	48.26

Segment Leq : 48.26 dBA

Total Leq All Segments: 56.02 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.00
(NIGHT): 56.02

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9859/839   veh/TimePeriod *
Medium truck volume : 0/0       veh/TimePeriod *
Heavy truck volume  : 0/0       veh/TimePeriod *
Posted speed limit  : 50 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 0.00
Heavy Truck % of Total Volume       : 0.00
Day (16 hrs) % of Total Volume     : 92.16
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth          : 0          (No woods.)
No of house rows   : 0 / 0
Surface            : 1          (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height    : 1.50 / 4.50 m
Topography         : 1          (Flat/gentle slope; no barrier)
Reference angle    : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.27 + 0.00) = 42.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-16.33	-1.46	0.00	0.00	0.00	42.27

Segment Leq : 42.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-15.48	-1.46	0.00	0.00	0.00	44.88

Segment Leq : 44.88 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.46	2.46

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-13.32	-0.58	0.00	0.00	-15.34	51.00

Segment Leq : 51.00 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.35	2.35

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-12.85	-0.59	0.00	0.00	-15.50	49.44

Segment Leq : 49.44 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.00	0.00	-17.33	-1.46	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 54.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.33 + 0.00) = 34.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-15.88	-1.35	0.00	0.00	0.00	34.33

Segment Leq : 34.33 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.47 + 0.00) = 39.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-15.09	-1.35	0.00	0.00	0.00	39.47

Segment Leq : 39.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.54	2.54

ROAD (0.00 + 48.21 + 0.00) = 48.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-12.41	-0.35	0.00	0.00	-15.18	48.21

Segment Leq : 48.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.44 !	2.44

ROAD (0.00 + 45.59 + 0.00) = 45.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-11.99	-0.36	0.00	0.00	-15.32	45.59

Segment Leq : 45.59 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.42 + 0.00) = 34.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.31	0.00	-16.53	-1.35	0.00	0.00	0.00	34.42

Segment Leq : 34.42 dBA

Total Leq All Segments: 50.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.39
(NIGHT): 50.67

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 9859/839   veh/TimePeriod *
Medium truck volume : 0/0       veh/TimePeriod *
Heavy truck volume  : 0/0       veh/TimePeriod *
Posted speed limit  : 50 km/h
Road gradient       : 0 %
Road pavement      : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 0.00
Heavy Truck % of Total Volume       : 0.00
Day (16 hrs) % of Total Volume      : 92.16
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          : 0           (No woods.)
No of house rows   : 0 / 0
Surface            : 1           (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height    : 1.50 / 4.50 m
Topography         : 1           (Flat/gentle slope; no barrier)
Reference angle    : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-17.91	-1.46	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-17.37	-1.46	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.42	2.42

ROAD (0.00 + 49.96 + 0.00) = 49.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-14.32	-0.58	0.00	0.00	-15.38	49.96

Segment Leq : 49.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.31	2.31

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-13.93	-0.59	0.00	0.00	-15.42	48.45

Segment Leq : 48.45 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.00	0.00	-17.33	-1.46	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Total Leq All Segments: 53.30 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.83 + 0.00) = 32.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-17.38	-1.35	0.00	0.00	0.00	32.83

Segment Leq : 32.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 37.68 + 0.00) = 37.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-16.87	-1.35	0.00	0.00	0.00	37.68

Segment Leq : 37.68 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.49	2.49

ROAD (0.00 + 47.23 + 0.00) = 47.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-13.33	-0.35	0.00	0.00	-15.25	47.23

Segment Leq : 47.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.39 !	2.39

ROAD (0.00 + 44.54 + 0.00) = 44.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-12.97	-0.36	0.00	0.00	-15.40	44.54

Segment Leq : 44.54 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.42 + 0.00) = 34.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.31	0.00	-16.53	-1.35	0.00	0.00	0.00	34.42

Segment Leq : 34.42 dBA

Total Leq All Segments: 49.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.30
(NIGHT): 49.63

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16

```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.02 + 0.00) = 52.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.30	0.00	0.00	0.00	0.00	52.02

Segment Leq : 52.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 56.18 + 0.00) = 56.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.84	0.00	0.00	0.00	0.00	56.18

Segment Leq : 56.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.52	2.52

ROAD (0.00 + 57.63 + 0.00) = 57.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-8.90	0.00	0.00	0.00	-13.71	57.63

Segment Leq : 57.63 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.44	2.44

ROAD (0.00 + 56.34 + 0.00) = 56.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.17	0.00	0.00	0.00	-13.86	56.34

Segment Leq : 56.34 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.00 + 0.00) = 60.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00

Segment Leq : 60.00 dBA

Total Leq All Segments: 64.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.08 + 0.00) = 45.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.47	0.00	0.00	0.00	0.00	45.08

Segment Leq : 45.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-4.62	0.00	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.71	2.71

ROAD (0.00 + 54.51 + 0.00) = 54.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-8.35	0.00	0.00	0.00	-13.31	54.51

Segment Leq : 54.51 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.69 !	2.69

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-7.51	0.00	0.00	0.00	-13.36	52.40

Segment Leq : 52.40 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.31	0.00	-0.79	0.00	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Total Leq All Segments: 58.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.12
(NIGHT): 58.70

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 9859/839 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10698
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.16

```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.01 + 0.00) = 50.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-9.31	0.00	0.00	0.00	0.00	50.01

Segment Leq : 50.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 53.24 + 0.00) = 53.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-8.77	0.00	0.00	0.00	0.00	53.24

Segment Leq : 53.24 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.44	2.44

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-10.58	0.00	0.00	0.00	-13.82	55.84

Segment Leq : 55.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.34	2.34

ROAD (0.00 + 54.27 + 0.00) = 54.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-10.10	0.00	0.00	0.00	-14.01	54.27

Segment Leq : 54.27 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.00 + 0.00) = 60.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00

Segment Leq : 60.00 dBA

Total Leq All Segments: 62.93 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.50 m

ROAD (0.00 + 42.78 + 0.00) = 42.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-8.77	0.00	0.00	0.00	0.00	42.78

 Segment Leq : 42.78 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.58 m

ROAD (0.00 + 46.93 + 0.00) = 46.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-8.15	0.00	0.00	0.00	0.00	46.93

 Segment Leq : 46.93 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.56	2.56

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-10.18	0.00	0.00	0.00	-13.57	52.40

 Segment Leq : 52.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.48 !	2.48

ROAD (0.00 + 49.89 + 0.00) = 49.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-9.65	0.00	0.00	0.00	-13.73	49.89

Segment Leq : 49.89 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.31	0.00	-0.79	0.00	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Total Leq All Segments: 56.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.93
(NIGHT): 56.83

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.50 / 274.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 278.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 337.50 / 318.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 332.00 / -9.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 319.50 / 300.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 314.00 / 295.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 36.42 + 0.00) = 36.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-21.44	-1.46	0.00	0.00	0.00	36.42

Segment Leq : 36.42 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 39.50 + 0.00) = 39.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-21.06	-1.46	0.00	0.00	0.00	39.50

Segment Leq : 39.50 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.37	2.37

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-16.45	-0.58	0.00	0.00	-15.44	47.77

Segment Leq : 47.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.25	2.25

ROAD (0.00 + 46.10 + 0.00) = 46.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-16.22	-0.59	0.00	0.00	-15.47	46.10

Segment Leq : 46.10 dBA

Total Leq All Segments: 50.56 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.00 + 0.00) = 30.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-20.20	-1.35	0.00	0.00	0.00	30.00

Segment Leq : 30.00 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 33.98 + 0.00) = 33.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-19.75	-1.35	0.00	0.00	0.00	33.98

Segment Leq : 33.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	11.76	11.76

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-14.95	-0.35	0.00	0.00	99.00	159.85
-90	90	0.55	76.16	0.00	-20.53	-1.26	0.00	0.00	0.00	54.37

* Bright Zone !

Segment Leq : 54.37 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.14 ! 4.50 ! 2.31 ! 2.31

ROAD (0.00 + 42.80 + 0.00) = 42.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-14.72	-0.36	0.00	0.00	-15.39	42.80

Segment Leq : 42.80 dBA

Total Leq All Segments: 54.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.56
(NIGHT): 54.71

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.50 / 376.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 390.00 / 371.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 378.50 / 359.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 373.00 / 354.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.09 + 0.00) = 35.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-22.77	-1.46	0.00	0.00	0.00	35.09

Segment Leq : 35.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-22.46	-1.46	0.00	0.00	0.00	38.10

Segment Leq : 38.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.36	2.36

ROAD (0.00 + 46.92 + 0.00) = 46.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-17.29	-0.58	0.00	0.00	-15.46	46.92

Segment Leq : 46.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.24	2.24

ROAD (0.00 + 45.19 + 0.00) = 45.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-17.11	-0.59	0.00	0.00	-15.49	45.19

Segment Leq : 45.19 dBA

Total Leq All Segments: 49.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.61 + 0.00) = 28.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-21.58	-1.35	0.00	0.00	0.00	28.61

Segment Leq : 28.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 32.52 + 0.00) = 32.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-21.21	-1.35	0.00	0.00	0.00	32.52

Segment Leq : 32.52 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.41	2.41

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-15.77	-0.35	0.00	0.00	-15.37	44.67

Segment Leq : 44.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.14 ! 4.50 ! 2.29 ! 2.29

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-15.60	-0.36	0.00	0.00	-15.42	41.89

Segment Leq : 41.89 dBA

Total Leq All Segments: 46.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.63
(NIGHT): 46.75

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
  
```

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.32 0.00 -6.53 0.00 0.00 0.00 -11.15 41.64
-----
  
```

Segment Leq : 41.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.51 !	1.50 !	-1.45 !	1.05

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.44	0.00	0.00	0.00	-11.81	44.76

Segment Leq : 44.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.65 !	2.65

ROAD (0.00 + 56.28 + 0.00) = 56.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-8.67	0.00	0.00	0.00	-15.10	56.28

Segment Leq : 56.28 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.14	!	1.50	!	2.52	!	2.52

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-7.90	0.00	0.00	0.00	-15.29	55.18

Segment Leq : 55.18 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.78	!	1.50	!	-1.14	!	1.36

ROAD (0.00 + 38.44 + 0.00) = 38.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-9.02	0.00	0.00	0.00	-10.20	38.44

Segment Leq : 38.44 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	-1.09	1.41

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-10.62	0.00	0.00	0.00	-9.90	45.70

Segment Leq : 45.70 dBA

Total Leq All Segments: 59.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.47	2.97

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.72	0.00	0.00	0.00	-7.69	37.14

Segment Leq : 37.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.58 !	4.50 !	0.13 !	2.63

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-5.60	0.00	0.00	0.00	-8.80	40.68

Segment Leq : 40.68 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	4.50 !	2.79 !	2.79

ROAD (0.00 + 52.49 + 0.00) = 52.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-8.79	0.00	0.00	0.00	-14.82	52.49

Segment Leq : 52.49 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.68 !	2.68

ROAD (0.00 + 50.26 + 0.00) = 50.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.04	0.00	0.00	0.00	-14.97	50.26

Segment Leq : 50.26 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	4.50 !	1.19 !	3.69

ROAD (0.00 + 37.54 + 0.00) = 37.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.74	0.00	-9.13	0.00	0.00	0.00	-6.07	37.54

Segment Leq : 37.54 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-10.41	0.00	0.00	0.00	-5.65	41.98

Segment Leq : 41.98 dBA

Total Leq All Segments: 55.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.26
(NIGHT): 55.08

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2697/416 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 86.64

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.32 0.00 -6.99 0.00 0.00 0.00 -10.93 41.40
-----
  
```

Segment Leq : 41.40 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.51 !	1.50 !	-1.40 !	1.10

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.95	0.00	0.00	0.00	-11.47	44.60

Segment Leq : 44.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.62 !	2.62

ROAD (0.00 + 55.76 + 0.00) = 55.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-9.16	0.00	0.00	0.00	-15.14	55.76

Segment Leq : 55.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.47 !	2.47

ROAD (0.00 + 54.51 + 0.00) = 54.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-8.51	0.00	0.00	0.00	-15.35	54.51

Segment Leq : 54.51 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-1.13 !	1.37

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-9.44	0.00	0.00	0.00	-10.11	38.10

Segment Leq : 38.10 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	-1.09	1.41

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-10.62	0.00	0.00	0.00	-9.90	45.70

Segment Leq : 45.70 dBA

Total Leq All Segments: 58.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.62	3.12

ROAD (0.00 + 37.09 + 0.00) = 37.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-7.16	0.00	0.00	0.00	-7.30	37.09

Segment Leq : 37.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.58 !	4.50 !	0.29 !	2.79

ROAD (0.00 + 40.71 + 0.00) = 40.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-6.16	0.00	0.00	0.00	-8.21	40.71

Segment Leq : 40.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	4.50 !	2.74 !	2.74

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-9.26	0.00	0.00	0.00	-14.89	51.95

Segment Leq : 51.95 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.14	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 49.56 + 0.00) = 49.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-8.63	0.00	0.00	0.00	-15.07	49.56

Segment Leq : 49.56 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.24	!	3.74

ROAD (0.00 + 37.22 + 0.00) = 37.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.74	0.00	-9.57	0.00	0.00	0.00	-5.95	37.22

Segment Leq : 37.22 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-10.41	0.00	0.00	0.00	-5.65	41.98

Segment Leq : 41.98 dBA

Total Leq All Segments: 54.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.72
(NIGHT): 54.55

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 17078/1289 veh/TimePeriod *
Medium truck volume : 200/15 veh/TimePeriod *
Heavy truck volume : 101/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.15
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 92.98

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.96 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 50.72
-----
  
```

Segment Leq : 50.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.32	1.32

ROAD (0.00 + 52.25 + 0.00) = 52.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.40	0.00	-4.77	0.00	0.00	0.00	-8.38	52.25

Segment Leq : 52.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.45	2.45

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-10.63	0.00	0.00	0.00	-9.14	60.28

Segment Leq : 60.28 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.48 !	2.48

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-10.13	0.00	0.00	0.00	-9.02	57.21

Segment Leq : 57.21 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-9.41	0.00	0.00	0.00	-7.61	49.20

Segment Leq : 49.20 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.46 !	1.50 !	1.49 !	1.49

ROAD (0.00 + 54.55 + 0.00) = 54.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-4.94	0.00	0.00	0.00	-7.92	54.55

Segment Leq : 54.55 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.99	0.00	0.00	0.00	-15.48	37.86

Segment Leq : 37.86 dBA

Total Leq All Segments: 63.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.63	3.63

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-6.43	0.00	0.00	0.00	-4.51	46.24*
-90	90	0.00	57.18	0.00	-6.43	0.00	0.00	0.00	0.00	50.74

* Bright Zone !

Segment Leq : 50.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.87	0.00	-5.14	0.00	0.00	0.00	-4.69	48.04*
-90	90	0.00	57.87	0.00	-5.14	0.00	0.00	0.00	0.00	52.73

* Bright Zone !

Segment Leq : 52.73 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.35	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 56.56 + 0.00) = 56.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-10.71	0.00	0.00	0.00	-8.83	56.56

Segment Leq : 56.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.37	!	4.50	!	2.58	!	2.58

ROAD (0.00 + 51.54 + 0.00) = 51.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-10.24	0.00	0.00	0.00	-8.68	51.54

Segment Leq : 51.54 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.15	4.15

ROAD (0.00 + 48.54 + 0.00) = 48.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.05	0.00	-9.51	0.00	0.00	0.00	-2.74	45.79*
-90	90	0.00	58.05	0.00	-9.51	0.00	0.00	0.00	0.00	48.54

* Bright Zone !

Segment Leq : 48.54 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	4.50	3.71	3.71

ROAD (0.00 + 58.03 + 0.00) = 58.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-5.21	0.00	0.00	0.00	-4.17	53.87*
-90	90	0.00	63.25	0.00	-5.21	0.00	0.00	0.00	0.00	58.03

* Bright Zone !

Segment Leq : 58.03 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 1.00 ! 1.00

ROAD (0.00 + 32.23 + 0.00) = 32.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-10.08	0.00	0.00	0.00	-15.34	32.23

Segment Leq : 32.23 dBA

Total Leq All Segments: 62.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.53
(NIGHT): 62.07

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5272/643 veh/TimePeriod *
Medium truck volume : 309/38 veh/TimePeriod *
Heavy truck volume : 2574/314 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9149
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.79
Heavy Truck % of Total Volume : 31.56
Day (16 hrs) % of Total Volume : 89.13

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7854/1916 veh/TimePeriod *
Medium truck volume : 98/24 veh/TimePeriod *
Heavy truck volume : 49/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9952
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.22
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 80.39

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 7967/1754 veh/TimePeriod *
Medium truck volume : 141/31 veh/TimePeriod *
Heavy truck volume : 375/83 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10350
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 81.96
  
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 50.13 + 0.00) = 50.13 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.96 0.00 -6.30 0.00 0.00 0.00 0.00 -8.52 50.13
-----
  
```

Segment Leq : 50.13 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.31	1.31

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.40	0.00	-4.28	-1.17	0.00	0.00	-9.36	50.59

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	1.54	1.54

ROAD (0.00 + 57.89 + 0.00) = 57.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.08	0.00	-11.24	0.00	0.00	0.00	-7.96	57.89

Segment Leq : 57.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 57.55 + 0.00) = 57.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-10.85	0.00	0.00	0.00	-7.95	57.55

Segment Leq : 57.55 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.92	0.00	-11.37	0.00	0.00	0.00	-8.13	43.42

Segment Leq : 43.42 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.46 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 49.98 + 0.00) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-9.30	0.00	0.00	0.00	-8.13	49.98

Segment Leq : 49.98 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-6.35	0.00	0.00	0.00	-8.52	48.46

Segment Leq : 48.46 dBA

Results segment # 8: 401SB on rmp (day)

 Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	1.50	1.50	1.50

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-12.65	0.00	0.00	0.00	-8.04	46.11

Segment Leq : 46.11 dBA

Total Leq All Segments: 62.13 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.86	3.86

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-6.50	0.00	0.00	0.00	-3.71	46.97*
-90	90	0.00	57.18	0.00	-6.50	0.00	0.00	0.00	0.00	50.68

* Bright Zone !

Segment Leq : 50.68 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.04	3.04

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.87	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.26

Segment Leq : 47.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	4.36	4.36

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.96	0.00	-11.30	0.00	0.00	0.00	-1.56	58.09*
-90	90	0.00	70.96	0.00	-11.30	0.00	0.00	0.00	0.00	59.66

* Bright Zone !

Segment Leq : 59.66 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	4.35	4.35

ROAD (0.00 + 59.54 + 0.00) = 59.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-10.92	0.00	0.00	0.00	-1.60	57.94*
-90	90	0.00	70.46	0.00	-10.92	0.00	0.00	0.00	0.00	59.54

* Bright Zone !

Segment Leq : 59.54 dBA

Results segment # 5: 401SB offrmp (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.27	4.27

ROAD (0.00 + 48.38 + 0.00) = 48.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	-2.11	46.27*
-90	90	0.00	59.81	0.00	-11.44	0.00	0.00	0.00	0.00	48.38

* Bright Zone !

Segment Leq : 48.38 dBA

Results segment # 6: 401NB offrmp (night)

 Source height = 1.46 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.46	4.50	4.20	4.20

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-9.41	0.00	0.00	0.00	-2.45	51.39*
-90	90	0.00	63.25	0.00	-9.41	0.00	0.00	0.00	0.00	53.84

* Bright Zone !

Segment Leq : 53.84 dBA

Results segment # 7: 401NB on rmp (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.81	3.81

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-6.55	0.00	0.00	0.00	-3.95	47.15*
-90	90	0.00	57.65	0.00	-6.55	0.00	0.00	0.00	0.00	51.10

* Bright Zone !

Segment Leq : 51.10 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
1.45	!	4.50	!	4.36	!	4.36

ROAD (0.00 + 50.55 + 0.00) = 50.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.24	0.00	-12.69	0.00	0.00	0.00	-1.64	48.91*
-90	90	0.00	63.24	0.00	-12.69	0.00	0.00	0.00	0.00	50.55

* Bright Zone !

Segment Leq : 50.55 dBA

Total Leq All Segments: 64.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.13
(NIGHT): 64.06

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12025/2465 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3969/813 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19958
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 23.96
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 11300/2364 veh/TimePeriod *
Medium truck volume : 712/149 veh/TimePeriod *
Heavy truck volume : 5823/1218 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.99
Heavy Truck % of Total Volume : 32.65
Day (16 hrs) % of Total Volume : 82.70
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.21 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 60.71 + 0.00) = 60.71 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 79.15 0.00 -10.26 -1.09 0.00 0.00 -7.09 60.71
-----
  
```

Segment Leq : 60.71 dBA

Results segment # 2: Hwy401 SB/WB (day)

 Source height = 2.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.39	1.50	1.72	1.72

ROAD (0.00 + 63.79 + 0.00) = 63.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.62	0.00	-8.73	-1.08	0.00	0.00	-7.01	63.79

Segment Leq : 63.79 dBA

Total Leq All Segments: 65.53 dBA

Results segment # 1: Hwy401 NB/EB (night)

 Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	3.98	3.98

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	75.28	0.00	-9.85	-0.91	0.00	0.00	-3.79	60.73*
-90	90	0.55	75.28	0.00	-11.17	-1.26	0.00	0.00	0.00	62.84

* Bright Zone !

Segment Leq : 62.84 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.39 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.39 ! 4.50 ! 4.06 ! 4.06

ROAD (0.00 + 65.96 + 0.00) = 65.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.83	0.00	-8.48	-0.90	0.00	0.00	-2.84	64.62*
-90	90	0.54	76.83	0.00	-9.62	-1.25	0.00	0.00	0.00	65.96

* Bright Zone !

Segment Leq : 65.96 dBA

Total Leq All Segments: 67.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.53
(NIGHT): 67.68

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.77 + 0.00) = 61.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.39	0.00	-17.65	-0.97	0.00	0.00	0.00	61.77

Segment Leq : 61.77 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.16 + 0.00) = 58.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.16	0.00	-18.03	-0.97	0.00	0.00	0.00	58.16

Segment Leq : 58.16 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-23.28	-1.46	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.63	-1.46	0.00	0.00	0.00	49.28

Segment Leq : 49.28 dBA

Total Leq All Segments: 64.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.33 + 0.00) = 59.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.67	0.00	-16.57	-0.78	0.00	0.00	0.00	59.33

Segment Leq : 59.33 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 57.05 + 0.00) = 57.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.75	0.00	-16.92	-0.78	0.00	0.00	0.00	57.05

Segment Leq : 57.05 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.87 + 0.00) = 44.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.87

Segment Leq : 44.87 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.49	-1.31	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Total Leq All Segments: 61.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.19
(NIGHT): 61.73

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1062/325 veh/TimePeriod *
Medium truck volume : 55/17 veh/TimePeriod *
Heavy truck volume : 551/169 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2178
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.30
Heavy Truck % of Total Volume : 33.02
Day (16 hrs) % of Total Volume : 76.55

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 10686/2017 veh/TimePeriod *
Medium truck volume : 195/37 veh/TimePeriod *
Heavy truck volume : 712/134 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13781
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 6.14
Day (16 hrs) % of Total Volume : 84.12

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 16599/1416 veh/TimePeriod *
Medium truck volume : 469/40 veh/TimePeriod *
Heavy truck volume : 235/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18779
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.71
Heavy Truck % of Total Volume : 1.36
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 814/407 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 166/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 16.65
Day (16 hrs) % of Total Volume : 66.66

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.68 + 0.00) = 62.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.39	0.00	-16.74	-0.97	0.00	0.00	0.00	62.68

Segment Leq : 62.68 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.04 + 0.00) = 59.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.16	0.00	-17.15	-0.97	0.00	0.00	0.00	59.04

Segment Leq : 59.04 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 43.33 + 0.00) = 43.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	66.87	0.00	-22.13	-1.41	0.00	0.00	0.00	43.33

Segment Leq : 43.33 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 51.07 + 0.00) = 51.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.11	0.00	-16.86	-1.19	0.00	0.00	0.00	51.07

Segment Leq : 51.07 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.08 m

ROAD (0.00 + 62.10 + 0.00) = 62.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.66	0.00	-5.56	0.00	0.00	0.00	0.00	62.10

Segment Leq : 62.10 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.02 m

ROAD (0.00 + 36.96 + 0.00) = 36.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.65	0.00	-22.26	-1.43	0.00	0.00	0.00	36.96

Segment Leq : 36.96 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-23.28	-1.46	0.00	0.00	0.00	51.30

Segment Leq : 51.30 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.63	-1.46	0.00	0.00	0.00	49.28

Segment Leq : 49.28 dBA

Total Leq All Segments: 66.90 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.17 + 0.00) = 60.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.67	0.00	-15.72	-0.78	0.00	0.00	0.00	60.17

Segment Leq : 60.17 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 57.86 + 0.00) = 57.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.75	0.00	-16.11	-0.78	0.00	0.00	0.00	57.86

Segment Leq : 57.86 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 42.53 + 0.00) = 42.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	64.75	0.00	-20.97	-1.25	0.00	0.00	0.00	42.53

Segment Leq : 42.53 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 47.92 + 0.00) = 47.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	64.87	0.00	-15.94	-1.02	0.00	0.00	0.00	47.92

Segment Leq : 47.92 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.08 m

ROAD (0.00 + 54.18 + 0.00) = 54.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.98	0.00	-5.80	0.00	0.00	0.00	0.00	54.18

Segment Leq : 54.18 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.02 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-21.10	-1.27	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.87 + 0.00) = 44.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.87

Segment Leq : 44.87 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.17 + 0.00) = 43.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.49	-1.31	0.00	0.00	0.00	43.17

Segment Leq : 43.17 dBA

Total Leq All Segments: 63.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.90
(NIGHT): 63.28

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 35.73 + 0.00) = 35.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-25.03	-1.46	0.00	0.00	0.00	35.73

Segment Leq : 35.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 36.00 + 0.00) = 36.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-25.22	-1.46	0.00	0.00	0.00	36.00

Segment Leq : 36.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.06 + 0.00) = 61.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.39	0.00	-17.91	-1.41	0.00	0.00	0.00	61.06

Segment Leq : 61.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 57.18 + 0.00) = 57.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.16	0.00	-18.56	-1.41	0.00	0.00	0.00	57.18

Segment Leq : 57.18 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-22.08	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-22.50	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 44.85 + 0.00) = 44.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-23.55	-1.45	0.00	0.00	0.00	44.85

Segment Leq : 44.85 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 41.69 + 0.00) = 41.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-21.83	-1.46	0.00	0.00	0.00	41.69

Segment Leq : 41.69 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 39.88 + 0.00) = 39.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-24.16	-1.46	0.00	0.00	0.00	39.88

Segment Leq : 39.88 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 63.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 28.96 + 0.00) = 28.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-23.90	-1.34	0.00	0.00	0.00	28.96

Segment Leq : 28.96 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 31.15 + 0.00) = 31.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-24.13	-1.34	0.00	0.00	0.00	31.15

Segment Leq : 31.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 58.90 + 0.00) = 58.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.67	0.00	-16.52	-1.25	0.00	0.00	0.00	58.90

Segment Leq : 58.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 56.32 + 0.00) = 56.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-17.17	-1.25	0.00	0.00	0.00	56.32

Segment Leq : 56.32 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.25 + 0.00) = 46.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-20.73	-1.31	0.00	0.00	0.00	46.25

Segment Leq : 46.25 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.46 + 0.00) = 44.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-21.20	-1.31	0.00	0.00	0.00	44.46

Segment Leq : 44.46 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 42.05 + 0.00) = 42.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-22.17	-1.30	0.00	0.00	0.00	42.05

Segment Leq : 42.05 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 35.52 + 0.00) = 35.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.51	0.00	-20.66	-1.33	0.00	0.00	0.00	35.52

Segment Leq : 35.52 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 34.23 + 0.00) = 34.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-23.02	-1.33	0.00	0.00	0.00	34.23

Segment Leq : 34.23 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 61.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.53
(NIGHT): 61.26

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Parallel Rd (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Parallel Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: ECR rmp 2401 (day/night)

Car traffic volume : 814/407 veh/TimePeriod *
Medium truck volume : 17/8 veh/TimePeriod *
Heavy truck volume : 166/83 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1495
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 16.65
Day (16 hrs) % of Total Volume : 66.66

Data for Segment # 5: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 8: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Spring Garde (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 9: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Parallel Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	0.00	-1.46	0.00	0.00	0.00	55.61

Segment Leq : 55.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 35.98 + 0.00) = 35.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-25.24	-1.46	0.00	0.00	0.00	35.98

Segment Leq : 35.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.85 + 0.00) = 65.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.39	0.00	-13.13	-1.41	0.00	0.00	0.00	65.85

Segment Leq : 65.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.40 + 0.00) = 61.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	77.16	0.00	-14.35	-1.41	0.00	0.00	0.00	61.40

Segment Leq : 61.40 dBA

Results segment # 5: ECR rmp 2401 (day)

Source height = 2.02 m

ROAD (0.00 + 43.23 + 0.00) = 43.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.65	0.00	-15.99	-1.43	0.00	0.00	0.00	43.23

Segment Leq : 43.23 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.75 + 0.00) = 51.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-22.83	-1.46	0.00	0.00	0.00	51.75

Segment Leq : 51.75 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-23.24	-1.46	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-23.39	-1.45	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 9: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 67.78 dBA

Results segment # 1: Parallel Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-1.27	-1.35	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 31.03 + 0.00) = 31.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-24.24	-1.34	0.00	0.00	0.00	31.03

Segment Leq : 31.03 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.81 + 0.00) = 62.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.67	0.00	-12.61	-1.25	0.00	0.00	0.00	62.81

Segment Leq : 62.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.76 + 0.00) = 59.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	74.75	0.00	-13.74	-1.25	0.00	0.00	0.00	59.76

Segment Leq : 59.76 dBA

Results segment # 5: ECR rmp 2401 (night)

Source height = 2.02 m

ROAD (0.00 + 44.11 + 0.00) = 44.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.64	0.00	-15.26	-1.27	0.00	0.00	0.00	44.11

Segment Leq : 44.11 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-21.69	-1.31	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.54 + 0.00) = 43.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-22.13	-1.31	0.00	0.00	0.00	43.54

Segment Leq : 43.54 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 42.69 + 0.00) = 42.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-21.53	-1.30	0.00	0.00	0.00	42.69

Segment Leq : 42.69 dBA

Results segment # 9: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.08 + 0.00) = 42.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-5.89	-1.35	0.00	0.00	0.00	42.08

Segment Leq : 42.08 dBA

Total Leq All Segments: 64.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.78
(NIGHT): 64.80

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-21.74	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-22.11	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.39	0.00	-11.38	-0.42	0.00	0.00	-16.07	52.52

Segment Leq : 52.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.16	0.00	-11.99	-0.42	0.00	0.00	-16.09	48.66

Segment Leq : 48.66 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-24.11	-1.46	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.48 + 0.00) = 48.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-24.44	-1.46	0.00	0.00	0.00	48.48

Segment Leq : 48.48 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 50.82 + 0.00) = 50.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-17.59	-1.45	0.00	0.00	0.00	50.82

Segment Leq : 50.82 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 40.15 + 0.00) = 40.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.98	0.00	-23.37	-1.46	0.00	0.00	0.00	40.15

Segment Leq : 40.15 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-19.35	-1.46	0.00	0.00	0.00	44.68

Segment Leq : 44.68 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 58.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-20.74	-1.34	0.00	0.00	0.00	32.12

Segment Leq : 32.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.14 + 0.00) = 34.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-21.13	-1.34	0.00	0.00	0.00	34.14

Segment Leq : 34.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 49.98 + 0.00) = 49.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.67	0.00	-10.58	-0.18	0.00	0.00	-15.93	49.98

Segment Leq : 49.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 47.49 + 0.00) = 47.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.75	0.00	-11.11	-0.18	0.00	0.00	-15.97	47.49

Segment Leq : 47.49 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.89	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-23.25	-1.31	0.00	0.00	0.00	42.41

Segment Leq : 42.41 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-16.52	-1.30	0.00	0.00	0.00	47.70

Segment Leq : 47.70 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 33.87 + 0.00) = 33.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.51	0.00	-22.31	-1.33	0.00	0.00	0.00	33.87

Segment Leq : 33.87 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 38.84 + 0.00) = 38.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-18.41	-1.33	0.00	0.00	0.00	38.84

Segment Leq : 38.84 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 55.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.40
(NIGHT): 55.09

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 26070/2190 veh/TimePeriod *
Medium truck volume : 424/36 veh/TimePeriod *
Heavy truck volume : 1049/88 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.81
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20440/1860 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 592/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 2.77
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 12354/1120 veh/TimePeriod *
Medium truck volume : 163/15 veh/TimePeriod *
Heavy truck volume : 82/7 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13740
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.69

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-21.74	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-22.11	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.39	0.00	-6.46	-0.42	0.00	0.00	-15.69	57.81

Segment Leq : 57.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	77.16	0.00	-7.82	-0.42	0.00	0.00	-15.84	53.08

Segment Leq : 53.08 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.47 + 0.00) = 50.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.04	0.00	-24.11	-1.46	0.00	0.00	0.00	50.47

Segment Leq : 50.47 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.48 + 0.00) = 48.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.37	0.00	-24.44	-1.46	0.00	0.00	0.00	48.48

Segment Leq : 48.48 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.59 m

ROAD (0.00 + 51.38 + 0.00) = 51.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.86	0.00	-17.03	-1.45	0.00	0.00	0.00	51.38

Segment Leq : 51.38 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.21 + 0.00) = 38.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.04	0.00	-23.37	-1.46	0.00	0.00	0.00	38.21

Segment Leq : 38.21 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.91 m

ROAD (0.00 + 45.41 + 0.00) = 45.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.49	0.00	-18.63	-1.46	0.00	0.00	0.00	45.41

Segment Leq : 45.41 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 61.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 32.12 + 0.00) = 32.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-20.74	-1.34	0.00	0.00	0.00	32.12

Segment Leq : 32.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.14 + 0.00) = 34.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-21.13	-1.34	0.00	0.00	0.00	34.14

Segment Leq : 34.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 55.03 + 0.00) = 55.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.67	0.00	-6.12	-0.18	0.00	0.00	-15.34	55.03

Segment Leq : 55.03 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	74.75	0.00	-7.40	-0.18	0.00	0.00	-15.54	51.63

Segment Leq : 51.63 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.89	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.98	0.00	-23.25	-1.31	0.00	0.00	0.00	42.41

Segment Leq : 42.41 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.60 m

ROAD (0.00 + 48.24 + 0.00) = 48.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.51	0.00	-15.97	-1.30	0.00	0.00	0.00	48.24

Segment Leq : 48.24 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.88 m

ROAD (0.00 + 31.80 + 0.00) = 31.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.57	0.00	-22.44	-1.33	0.00	0.00	0.00	31.80

Segment Leq : 31.80 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.54 + 0.00) = 39.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.59	0.00	-17.71	-1.33	0.00	0.00	0.00	39.54

Segment Leq : 39.54 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 58.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.02
(NIGHT): 58.06

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 42.85 + 0.00) = 42.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-17.91	-1.46	0.00	0.00	0.00	42.85

Segment Leq : 42.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-18.42	-1.46	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.73	!	2.73

ROAD (0.00 + 49.74 + 0.00) = 49.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.16	0.00	-10.41	-0.26	0.00	0.00	-16.74	49.74

Segment Leq : 49.74 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.78	!	2.78

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.39	0.00	-9.73	-0.26	0.00	0.00	-16.71	53.68

Segment Leq : 53.68 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.70	1.70

ROAD (0.00 + 46.57 + 0.00) = 46.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-7.57	0.00	0.00	0.00	-15.71	46.57

Segment Leq : 46.57 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	1.03	1.03

ROAD (0.00 + 37.47 + 0.00) = 37.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-9.82	0.00	0.00	0.00	-18.20	37.47

Segment Leq : 37.47 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 57.80 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 36.07 + 0.00) = 36.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-16.80	-1.34	0.00	0.00	0.00	36.07

Segment Leq : 36.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.79 + 0.00) = 37.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-17.48	-1.34	0.00	0.00	0.00	37.79

Segment Leq : 37.79 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.90	2.90

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-9.11	-0.01	0.00	0.00	-16.59	49.04

Segment Leq : 49.04 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.99	!	2.99

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-8.41	-0.01	0.00	0.00	-16.52	51.73

Segment Leq : 51.73 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.79	!	1.79

ROAD (0.00 + 43.27 + 0.00) = 43.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-6.80	0.00	0.00	0.00	-15.45	43.27

Segment Leq : 43.27 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.09	!	1.09

ROAD (0.00 + 31.06 + 0.00) = 31.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-9.37	0.00	0.00	0.00	-18.15	31.06

Segment Leq : 31.06 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 55.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.80
(NIGHT): 55.34

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2613/750 veh/TimePeriod *
Medium truck volume : 301/86 veh/TimePeriod *
Heavy truck volume : 2737/786 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7274
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.33
Heavy Truck % of Total Volume : 48.43
Day (16 hrs) % of Total Volume : 77.70

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 4947/1053 veh/TimePeriod *
Medium truck volume : 622/132 veh/TimePeriod *
Heavy truck volume : 5781/1230 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13766
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.48
Heavy Truck % of Total Volume : 50.93
Day (16 hrs) % of Total Volume : 82.45

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 12194/2240 veh/TimePeriod *
Medium truck volume : 220/40 veh/TimePeriod *
Heavy truck volume : 859/158 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15712
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 6.47
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 13552/1372 veh/TimePeriod *
Medium truck volume : 194/20 veh/TimePeriod *
Heavy truck volume : 97/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15244
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 90.81

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

```

-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25
  
```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 42.85 + 0.00) = 42.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.22	0.00	-17.91	-1.46	0.00	0.00	0.00	42.85

Segment Leq : 42.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.68	0.00	-18.42	-1.46	0.00	0.00	0.00	42.81

Segment Leq : 42.81 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 50.76 + 0.00) = 50.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.16	0.00	-9.44	-0.26	0.00	0.00	-16.70	50.76

Segment Leq : 50.76 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.89	!	2.89

ROAD (0.00 + 54.94 + 0.00) = 54.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	80.39	0.00	-8.53	-0.26	0.00	0.00	-16.65	54.94

Segment Leq : 54.94 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.59	1.50	1.74	1.74

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.86	0.00	-6.22	0.00	0.00	0.00	-15.64	48.00

Segment Leq : 48.00 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	1.06	1.06

ROAD (0.00 + 38.36 + 0.00) = 38.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.95	0.00	0.00	0.00	-18.19	38.36

Segment Leq : 38.36 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 58.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 36.07 + 0.00) = 36.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.20	0.00	-16.80	-1.34	0.00	0.00	0.00	36.07

Segment Leq : 36.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 37.79 + 0.00) = 37.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.61	0.00	-17.48	-1.34	0.00	0.00	0.00	37.79

Segment Leq : 37.79 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.07	3.07

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-7.88	-0.01	0.00	0.00	-16.46	50.41

Segment Leq : 50.41 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 53.35 + 0.00) = 53.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.67	0.00	-6.98	-0.01	0.00	0.00	-16.33	53.35

Segment Leq : 53.35 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	4.50	!	1.91	!	1.91

ROAD (0.00 + 45.44 + 0.00) = 45.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.51	0.00	-4.85	0.00	0.00	0.00	-15.23	45.44

Segment Leq : 45.44 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.14	!	1.14

ROAD (0.00 + 32.11 + 0.00) = 32.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.59	0.00	-8.36	0.00	0.00	0.00	-18.11	32.11

Segment Leq : 32.11 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 56.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.61
(NIGHT): 56.56

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6709/535 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7377
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8439/1049 veh/TimePeriod *
Medium truck volume : 66/8 veh/TimePeriod *
Heavy truck volume : 33/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 88.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4260/399 veh/TimePeriod *
Medium truck volume : 34/3 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4714
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.43
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 62.22 0.00 -13.98 -1.33 0.00 0.00 -5.01 41.89
-----
  
```

Segment Leq : 41.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.42 + 0.00) = 41.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.68	0.00	-14.91	-1.34	0.00	0.00	-5.01	41.42

Segment Leq : 41.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	3.06 !	3.06

ROAD (0.00 + 56.12 + 0.00) = 56.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.85	0.00	-6.90	0.00	0.00	0.00	-17.83	56.12

Segment Leq : 56.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.68 !	2.68

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-7.81	0.00	0.00	0.00	-17.94	52.58

Segment Leq : 52.58 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-3.01	0.00	0.00	0.00	-5.09	49.61

Segment Leq : 49.61 dBA

Total Leq All Segments: 58.52 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.86	4.50	4.40	4.40

ROAD (0.00 + 39.05 + 0.00) = 39.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	54.20	0.00	-13.02	-1.17	0.00	0.00	-0.07	39.94*
-90	90	0.59	54.20	0.00	-13.81	-1.34	0.00	0.00	0.00	39.05

* Bright Zone !

Segment Leq : 39.05 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	4.41	4.41

ROAD (0.00 + 40.51 + 0.00) = 40.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.61	0.00	-13.92	-1.18	0.00	0.00	-0.07	41.45*
-90	90	0.59	56.61	0.00	-14.76	-1.34	0.00	0.00	0.00	40.51

* Bright Zone !

Segment Leq : 40.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	4.50	!	3.33	!	3.33

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-6.72	0.00	0.00	0.00	-17.66	52.27

Segment Leq : 52.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.98	!	4.50	!	2.90	!	2.90

ROAD (0.00 + 47.50 + 0.00) = 47.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-7.66	0.00	0.00	0.00	-17.82	47.50

Segment Leq : 47.50 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.84	!	4.50	!	5.72	!	5.72

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.62	0.00	-0.79	0.00	0.00	0.00	99.00	148.82
-90	90	0.00	50.62	0.00	-0.79	0.00	0.00	0.00	0.00	49.82

* Bright Zone !

Segment Leq : 49.82 dBA

Total Leq All Segments: 55.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.52
(NIGHT): 55.32

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6190/503 veh/TimePeriod *
Medium truck volume : 23/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6730
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.49

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7277/795 veh/TimePeriod *
Medium truck volume : 82/9 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8208
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.11
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.15

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17760/3383 veh/TimePeriod *
Medium truck volume : 777/148 veh/TimePeriod *
Heavy truck volume : 5892/1122 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.18
Heavy Truck % of Total Volume : 24.12
Day (16 hrs) % of Total Volume : 84.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 15995/2340 veh/TimePeriod *
Medium truck volume : 507/74 veh/TimePeriod *
Heavy truck volume : 3016/441 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22373
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 15.45
Day (16 hrs) % of Total Volume : 87.24

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4260/399 veh/TimePeriod *
Medium truck volume : 34/3 veh/TimePeriod *
Heavy truck volume : 17/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4714
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 91.43
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.66 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 60.79 0.00 -7.97 0.00 0.00 0.00 -10.36 42.46
-----
  
```

Segment Leq : 42.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.45	0.00	-8.61	0.00	0.00	0.00	-10.26	43.58

Segment Leq : 43.58 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	1.50 !	3.40 !	3.40

ROAD (0.00 + 57.70 + 0.00) = 57.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.85	0.00	-5.44	0.00	0.00	0.00	-17.71	57.70

Segment Leq : 57.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	1.50 !	2.88 !	2.88

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.32	0.00	-6.72	0.00	0.00	0.00	-17.87	53.73

Segment Leq : 53.73 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 41.03 + 0.00) = 41.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	-6.09	0.00	0.00	0.00	-10.59	41.03

Segment Leq : 41.03 dBA

Total Leq All Segments: 59.43 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	4.50	2.25	4.25

ROAD (0.00 + 45.09 + 0.00) = 45.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.92	0.00	-7.83	0.00	0.00	0.00	-4.44	40.65*
-90	90	0.00	52.92	0.00	-7.83	0.00	0.00	0.00	0.00	45.09

* Bright Zone !

Segment Leq : 45.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	2.29	4.29

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.76	0.00	-8.49	0.00	0.00	0.00	-4.31	42.96*
-90	90	0.00	55.76	0.00	-8.49	0.00	0.00	0.00	0.00	47.27

* Bright Zone !

Segment Leq : 47.27 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.22 !	4.50 !	3.80 !	3.80

ROAD (0.00 + 54.04 + 0.00) = 54.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.66	0.00	-5.19	0.00	0.00	0.00	-17.43	54.04

Segment Leq : 54.04 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 1.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.98 !	4.50 !	3.17 !	3.17

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.98	0.00	-6.53	0.00	0.00	0.00	-17.71	48.75

Segment Leq : 48.75 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.84	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.31 + 0.00) = 39.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.62	0.00	-6.30	0.00	0.00	0.00	-5.00	39.31

Segment Leq : 39.31 dBA

Total Leq All Segments: 56.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.43
(NIGHT): 56.26

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 74.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 93.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 41.90 + 0.00) = 41.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-17.95	-1.46	0.00	0.00	0.00	41.90

Segment Leq : 41.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 42.56 + 0.00) = 42.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-18.60	-1.46	0.00	0.00	0.00	42.56

Segment Leq : 42.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	1.50 !	3.08 !	3.08

ROAD (0.00 + 54.38 + 0.00) = 54.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.14	0.00	-7.24	0.00	0.00	0.00	-17.51	54.38

Segment Leq : 54.38 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.17 !	1.50 !	2.74 !	2.74

ROAD (0.00 + 50.70 + 0.00) = 50.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.51	0.00	-8.17	0.00	0.00	0.00	-17.64	50.70

Segment Leq : 50.70 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-13.95	-1.46	0.00	0.00	0.00	47.77

Segment Leq : 47.77 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 52.31 + 0.00) = 52.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-10.66	-1.46	0.00	0.00	0.00	52.31

Segment Leq : 52.31 dBA

Total Leq All Segments: 58.16 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 34.88 + 0.00) = 34.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-17.18	-1.35	0.00	0.00	0.00	34.88

Segment Leq : 34.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 36.73 + 0.00) = 36.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.76	0.00	-17.69	-1.33	0.00	0.00	0.00	36.73

Segment Leq : 36.73 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	14.30	14.30

ROAD (0.00 + 61.68 + 0.00) = 61.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.85	0.00	-7.08	0.00	0.00	0.00	-0.11	66.67*
-90	90	0.54	73.85	0.00	-10.92	-1.26	0.00	0.00	0.00	61.68

* Bright Zone !

Segment Leq : 61.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	14.65	14.65

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.27	0.00	-7.99	0.00	0.00	0.00	-0.08	61.20*
-90	90	0.55	69.27	0.00	-12.39	-1.27	0.00	0.00	0.00	55.62

* Bright Zone !

Segment Leq : 55.62 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-13.11	-1.34	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 49.74 + 0.00) = 49.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.83	0.00	-9.75	-1.33	0.00	0.00	0.00	49.74

Segment Leq : 49.74 dBA

Total Leq All Segments: 62.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.16
(NIGHT): 62.93

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6788/557 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.42

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7289/745 veh/TimePeriod *
Medium truck volume : 92/9 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 9759/1585 veh/TimePeriod *
Medium truck volume : 66/11 veh/TimePeriod *
Heavy truck volume : 33/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11458
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 86.03

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 10840/2363 veh/TimePeriod *
Medium truck volume : 77/17 veh/TimePeriod *
Heavy truck volume : 92/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13410
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.84
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 19679/1586 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.54

```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 36.79 + 0.00) = 36.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-23.07	-1.46	0.00	0.00	0.00	36.79

Segment Leq : 36.79 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 37.76 + 0.00) = 37.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.62	0.00	-23.40	-1.46	0.00	0.00	0.00	37.76

Segment Leq : 37.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 49.55 + 0.00) = 49.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.14	0.00	-13.80	-0.57	0.00	0.00	-15.22	49.55

Segment Leq : 49.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.17 !	1.50 !	2.32 !	2.32

ROAD (0.00 + 46.20 + 0.00) = 46.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.51	0.00	-14.31	-0.59	0.00	0.00	-15.40	46.20

Segment Leq : 46.20 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.76 m

ROAD (0.00 + 41.02 + 0.00) = 41.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.17	0.00	-20.70	-1.46	0.00	0.00	0.00	41.02

Segment Leq : 41.02 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-16.73	-1.46	0.00	0.00	0.00	46.24

Segment Leq : 46.24 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.04 + 0.00) = 58.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.00	0.00	-4.96	0.00	0.00	0.00	0.00	58.04

Segment Leq : 58.04 dBA

Total Leq All Segments: 59.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.65 m

ROAD (0.00 + 29.94 + 0.00) = 29.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-22.12	-1.35	0.00	0.00	0.00	29.94

Segment Leq : 29.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 32.13 + 0.00) = 32.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.76	0.00	-22.29	-1.33	0.00	0.00	0.00	32.13

Segment Leq : 32.13 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.63	2.63

ROAD (0.00 + 45.82 + 0.00) = 45.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	73.85	0.00	-12.63	-0.34	0.00	0.00	-15.06	45.82

Segment Leq : 45.82 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.40	2.40

ROAD (0.00 + 40.41 + 0.00) = 40.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	69.27	0.00	-13.12	-0.36	0.00	0.00	-15.38	40.41

Segment Leq : 40.41 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.75 m

ROAD (0.00 + 37.19 + 0.00) = 37.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-19.72	-1.34	0.00	0.00	0.00	37.19

Segment Leq : 37.19 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 43.87 + 0.00) = 43.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.83	0.00	-15.62	-1.33	0.00	0.00	0.00	43.87

Segment Leq : 43.87 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.07	0.00	-2.22	0.00	0.00	0.00	0.00	52.86

Segment Leq : 52.86 dBA

Total Leq All Segments: 54.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.21
(NIGHT): 54.39

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 212.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 19679/1586 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21265
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.54

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15

```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 40.08 + 0.00) = 40.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.83	0.00	-23.30	-1.46	0.00	0.00	0.00	40.08

Segment Leq : 40.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.38	0.00	-23.65	-1.46	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.38 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 49.24 + 0.00) = 49.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.14	0.00	-14.10	-0.57	0.00	0.00	-15.23	49.24

Segment Leq : 49.24 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.17 !	1.50 !	2.31 !	2.31

ROAD (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.51	0.00	-14.57	-0.59	0.00	0.00	-15.41	45.94

Segment Leq : 45.94 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.84 + 0.00) = 54.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.00	0.00	-6.70	-1.46	0.00	0.00	0.00	54.84

Segment Leq : 54.84 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.96	0.00	-21.04	-1.46	0.00	0.00	0.00	38.46

Segment Leq : 38.46 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.56 m

ROAD (0.00 + 42.84 + 0.00) = 42.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.55	0.00	-16.25	-1.46	0.00	0.00	0.00	42.84

Segment Leq : 42.84 dBA

Total Leq All Segments: 56.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 33.19 + 0.00) = 33.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.54	0.00	-22.02	-1.33	0.00	0.00	0.00	33.19

Segment Leq : 33.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 32.77 + 0.00) = 32.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.42	0.00	-22.32	-1.34	0.00	0.00	0.00	32.77

Segment Leq : 32.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.63	2.63

ROAD (0.00 + 45.77 + 0.00) = 45.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	73.85	0.00	-12.68	-0.34	0.00	0.00	-15.06	45.77

Segment Leq : 45.77 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.40	2.40

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	69.27	0.00	-13.17	-0.36	0.00	0.00	-15.38	40.36

Segment Leq : 40.36 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.07	0.00	-4.08	-1.35	0.00	0.00	0.00	49.63

Segment Leq : 49.63 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.79 m

ROAD (0.00 + 35.37 + 0.00) = 35.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.50	0.00	-19.79	-1.34	0.00	0.00	0.00	35.37

Segment Leq : 35.37 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.59 m

ROAD (0.00 + 41.59 + 0.00) = 41.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	57.80	0.00	-14.86	-1.35	0.00	0.00	0.00	41.59

Segment Leq : 41.59 dBA

Total Leq All Segments: 52.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.73
(NIGHT): 52.10

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12125/894 veh/TimePeriod *
Medium truck volume : 100/7 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13226
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 93.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9958/992 veh/TimePeriod *
Medium truck volume : 77/8 veh/TimePeriod *
Heavy truck volume : 38/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 90.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8318/1233 veh/TimePeriod *
Medium truck volume : 509/75 veh/TimePeriod *
Heavy truck volume : 4131/612 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.88
Day (16 hrs) % of Total Volume : 87.09

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7140/674 veh/TimePeriod *
Medium truck volume : 349/33 veh/TimePeriod *
Heavy truck volume : 2115/200 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10510
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.63
Heavy Truck % of Total Volume : 22.02
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 199.00 / 194.50 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 5772/1028 veh/TimePeriod *
Medium truck volume : 42/7 veh/TimePeriod *
Heavy truck volume : 21/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 84.88

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6230/1641 veh/TimePeriod *
Medium truck volume : 13/3 veh/TimePeriod *
Heavy truck volume : 6/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.21
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 79.15
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.83	0.00	-20.92	-1.46	0.00	0.00	0.00	42.46

Segment Leq : 42.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 40.70 + 0.00) = 40.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.38	0.00	-21.23	-1.46	0.00	0.00	0.00	40.70

Segment Leq : 40.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	2.56	2.56

ROAD (0.00 + 50.08 + 0.00) = 50.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.14	0.00	-13.29	-0.57	0.00	0.00	-15.20	50.08

Segment Leq : 50.08 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	1.50	2.34	2.34

ROAD (0.00 + 46.69 + 0.00) = 46.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	76.51	0.00	-13.84	-0.59	0.00	0.00	-15.39	46.69

Segment Leq : 46.69 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	1.50	0.80	0.80

ROAD (0.00 + 30.99 + 0.00) = 30.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	60.96	0.00	-18.21	-1.29	0.00	0.00	-10.47	30.99

Segment Leq : 30.99 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.56	1.50	0.59	0.59

ROAD (0.00 + 31.83 + 0.00) = 31.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	60.55	0.00	-16.11	-1.30	0.00	0.00	-11.31	31.83

Segment Leq : 31.83 dBA

Total Leq All Segments: 52.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.94 m

ROAD (0.00 + 35.31 + 0.00) = 35.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.54	0.00	-19.89	-1.33	0.00	0.00	0.00	35.31

Segment Leq : 35.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 34.83 + 0.00) = 34.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.42	0.00	-20.25	-1.34	0.00	0.00	0.00	34.83

Segment Leq : 34.83 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	4.50	2.65	2.65

ROAD (0.00 + 46.32 + 0.00) = 46.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	73.85	0.00	-12.17	-0.34	0.00	0.00	-15.02	46.32

Segment Leq : 46.32 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.17 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.17	4.50	2.40	2.40

ROAD (0.00 + 40.72 + 0.00) = 40.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	69.27	0.00	-12.70	-0.36	0.00	0.00	-15.49	40.72

Segment Leq : 40.72 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	0.84	0.84

ROAD (0.00 + 28.03 + 0.00) = 28.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.50	0.00	-17.07	-1.12	0.00	0.00	-10.28	28.03

Segment Leq : 28.03 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	4.50	0.66	0.66

ROAD (0.00 + 30.73 + 0.00) = 30.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	57.80	0.00	-14.93	-1.13	0.00	0.00	-11.00	30.73

Segment Leq : 30.73 dBA

Total Leq All Segments: 47.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.57
(NIGHT): 47.99

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7000/682 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7682
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5830/575 veh/TimePeriod *
Medium truck volume : 5/1 veh/TimePeriod *
Heavy truck volume : 2/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 91.02

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 110.00 / 113.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 131.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.31 + 0.00) = 42.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.74	0.00	-16.97	-1.46	0.00	0.00	0.00	42.31

Segment Leq : 42.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.90 + 0.00) = 40.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.06	0.00	-17.71	-1.46	0.00	0.00	0.00	40.90

Segment Leq : 40.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.57	2.57

ROAD (0.00 + 53.67 + 0.00) = 53.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-10.79	-0.58	0.00	0.00	-15.21	53.67

Segment Leq : 53.67 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.41	2.41

ROAD (0.00 + 50.77 + 0.00) = 50.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-11.59	-0.59	0.00	0.00	-15.43	50.77

Segment Leq : 50.77 dBA

Total Leq All Segments: 55.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.79 + 0.00) = 35.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.63	0.00	-16.49	-1.35	0.00	0.00	0.00	35.79

Segment Leq : 35.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.99	0.00	-17.19	-1.35	0.00	0.00	0.00	34.45

Segment Leq : 34.45 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.70	2.70

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-10.11	-0.35	0.00	0.00	-14.95	50.74

Segment Leq : 50.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.14 ! 4.50 ! 2.52 ! 2.52

ROAD (0.00 + 46.85 + 0.00) = 46.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-10.84	-0.36	0.00	0.00	-15.21	46.85

Segment Leq : 46.85 dBA

Total Leq All Segments: 52.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.82
(NIGHT): 52.39

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 188.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0         (No woods.)
No of house rows   :      0 / 0
Surface            :      1         (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height    : 1.50 / 4.50 m
Topography        :      1         (Flat/gentle slope; no barrier)
Reference angle    :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-19.88	-1.46	0.00	0.00	0.00	38.71

Segment Leq : 38.71 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.01 + 0.00) = 40.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-20.35	-1.46	0.00	0.00	0.00	40.01

Segment Leq : 40.01 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.45	2.45

ROAD (0.00 + 50.80 + 0.00) = 50.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-13.51	-0.58	0.00	0.00	-15.35	50.80

Segment Leq : 50.80 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.31	2.31

ROAD (0.00 + 48.34 + 0.00) = 48.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-14.03	-0.59	0.00	0.00	-15.42	48.34

Segment Leq : 48.34 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.10	0.00	-5.68	-1.46	0.00	0.00	0.00	53.96

Segment Leq : 53.96 dBA

Total Leq All Segments: 56.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.26 + 0.00) = 31.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-18.96	-1.35	0.00	0.00	0.00	31.26

Segment Leq : 31.26 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.13 + 0.00) = 35.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-19.42	-1.35	0.00	0.00	0.00	35.13

Segment Leq : 35.13 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.54	2.54

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-12.33	-0.35	0.00	0.00	-15.18	48.30

Segment Leq : 48.30 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.39 !	2.39

ROAD (0.00 + 44.66 + 0.00) = 44.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-12.85	-0.36	0.00	0.00	-15.39	44.66

Segment Leq : 44.66 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.63	0.00	-2.34	-1.35	0.00	0.00	0.00	48.94

Segment Leq : 48.94 dBA

Total Leq All Segments: 52.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.58
(NIGHT): 52.55

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5980/424 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8747/1138 veh/TimePeriod *
Medium truck volume : 6/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.07
Heavy Truck % of Total Volume : 0.03
Day (16 hrs) % of Total Volume : 88.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height  : 1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.20 + 0.00) = 39.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.05	0.00	-19.39	-1.46	0.00	0.00	0.00	39.20

Segment Leq : 39.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.82	0.00	-19.90	-1.46	0.00	0.00	0.00	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.47	2.47

ROAD (0.00 + 51.27 + 0.00) = 51.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.24	0.00	-13.06	-0.58	0.00	0.00	-15.33	51.27

Segment Leq : 51.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.32	2.32

ROAD (0.00 + 48.77 + 0.00) = 48.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.38	0.00	-13.61	-0.59	0.00	0.00	-15.41	48.77

Segment Leq : 48.77 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.10	0.00	-5.68	-1.46	0.00	0.00	0.00	53.96

Segment Leq : 53.96 dBA

Total Leq All Segments: 56.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.75 + 0.00) = 31.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.57	0.00	-18.47	-1.35	0.00	0.00	0.00	31.75

Segment Leq : 31.75 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.58 + 0.00) = 35.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.91	0.00	-18.97	-1.35	0.00	0.00	0.00	35.58

Segment Leq : 35.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.57	2.57

ROAD (0.00 + 48.74 + 0.00) = 48.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.16	0.00	-11.92	-0.35	0.00	0.00	-15.14	48.74

Segment Leq : 48.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.42 !	2.42

ROAD (0.00 + 45.09 + 0.00) = 45.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	73.27	0.00	-12.45	-0.36	0.00	0.00	-15.36	45.09

Segment Leq : 45.09 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.63	0.00	-2.34	-1.35	0.00	0.00	0.00	48.94

Segment Leq : 48.94 dBA

Total Leq All Segments: 52.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.79
(NIGHT): 52.80

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 93.35

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.94	0.00	0.00	0.00	0.00	50.38

Segment Leq : 50.38 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-9.49	0.00	0.00	0.00	0.00	52.52

Segment Leq : 52.52 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.73	2.73

ROAD (0.00 + 58.27 + 0.00) = 58.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-6.96	0.00	0.00	0.00	-15.01	58.27

Segment Leq : 58.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.52	2.52

ROAD (0.00 + 55.18 + 0.00) = 55.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-7.90	0.00	0.00	0.00	-15.29	55.18

Segment Leq : 55.18 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.10	0.00	-4.37	0.00	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Total Leq All Segments: 62.45 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.72 + 0.00) = 42.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-8.83	0.00	0.00	0.00	0.00	42.72

Segment Leq : 42.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-9.40	0.00	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.98	2.98

ROAD (0.00 + 54.86 + 0.00) = 54.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-6.78	0.00	0.00	0.00	-14.52	54.86

Segment Leq : 54.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	2.72 !	2.72

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-7.76	0.00	0.00	0.00	-14.92	50.59

Segment Leq : 50.59 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 48.95 + 0.00) = 48.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.63	0.00	-3.68	0.00	0.00	0.00	0.00	48.95

Segment Leq : 48.95 dBA

Total Leq All Segments: 57.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.45
(NIGHT): 57.44

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 12694/904   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13598
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 93.35
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0         (No woods.)
No of house rows   :      0 / 0
Surface            :      2         (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height    : 1.50 / 4.50 m
Topography         :      1         (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.16 + 0.00) = 52.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.16	0.00	0.00	0.00	0.00	52.16

Segment Leq : 52.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 54.04 + 0.00) = 54.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-7.97	0.00	0.00	0.00	0.00	54.04

Segment Leq : 54.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	3.24	3.24

ROAD (0.00 + 62.16 + 0.00) = 62.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.24	0.00	-3.74	0.00	0.00	0.00	-14.34	62.16

Segment Leq : 62.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.80	2.80

ROAD (0.00 + 57.90 + 0.00) = 57.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.38	0.00	-5.52	0.00	0.00	0.00	-14.95	57.90

Segment Leq : 57.90 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.10	0.00	-4.37	0.00	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Total Leq All Segments: 64.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 44.56 + 0.00) = 44.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.55	0.00	-6.99	0.00	0.00	0.00	0.00	44.56

Segment Leq : 44.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 47.26 + 0.00) = 47.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.08	0.00	-7.83	0.00	0.00	0.00	0.00	47.26

Segment Leq : 47.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.83	3.83

ROAD (0.00 + 59.79 + 0.00) = 59.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.16	0.00	-3.36	0.00	0.00	0.00	-13.01	59.79

Segment Leq : 59.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	4.50 !	3.16 !	3.16

ROAD (0.00 + 53.78 + 0.00) = 53.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.27	0.00	-5.27	0.00	0.00	0.00	-14.21	53.78

Segment Leq : 53.78 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 48.95 + 0.00) = 48.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.63	0.00	-3.68	0.00	0.00	0.00	0.00	48.95

Segment Leq : 48.95 dBA

Total Leq All Segments: 61.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.98
(NIGHT): 61.31

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 108.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-15.97	-1.46	0.00	0.00	0.00	41.89

Segment Leq : 41.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 43.79 + 0.00) = 43.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-16.77	-1.46	0.00	0.00	0.00	43.79

Segment Leq : 43.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.58	2.58

ROAD (0.00 + 55.69 + 0.00) = 55.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.24	0.00	-10.21	-0.72	0.00	0.00	-13.63	55.69

Segment Leq : 55.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.40	2.40

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.38	0.00	-11.26	-0.73	0.00	0.00	-13.92	52.48

Segment Leq : 52.48 dBA

Total Leq All Segments: 57.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.60 + 0.00) = 34.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-15.59	-1.35	0.00	0.00	0.00	34.60

Segment Leq : 34.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 37.42 + 0.00) = 37.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-16.31	-1.35	0.00	0.00	0.00	37.42

Segment Leq : 37.42 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.73	2.73

ROAD (0.00 + 52.68 + 0.00) = 52.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.16	0.00	-9.70	-0.50	0.00	0.00	-13.27	52.68

Segment Leq : 52.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.14 ! 4.50 ! 2.54 ! 2.54

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	73.27	0.00	-10.60	-0.51	0.00	0.00	-13.62	48.53

Segment Leq : 48.53 dBA

Total Leq All Segments: 54.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.69
(NIGHT): 54.23

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13637/2666 veh/TimePeriod *
Medium truck volume : 659/129 veh/TimePeriod *
Heavy truck volume : 5205/1017 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23313
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.69
Day (16 hrs) % of Total Volume : 83.65

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 44.00 / 47.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.26 + 0.00) = 46.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-11.60	-1.46	0.00	0.00	0.00	46.26

Segment Leq : 46.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 47.80 + 0.00) = 47.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-12.76	-1.46	0.00	0.00	0.00	47.80

Segment Leq : 47.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	3.19	3.19

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.24	0.00	-4.11	-0.72	0.00	0.00	-12.67	62.74

Segment Leq : 62.74 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.74	2.74

ROAD (0.00 + 57.58 + 0.00) = 57.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.38	0.00	-6.64	-0.73	0.00	0.00	-13.43	57.58

Segment Leq : 57.58 dBA

Total Leq All Segments: 64.07 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-11.46	-1.35	0.00	0.00	0.00	38.74

Segment Leq : 38.74 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 41.15 + 0.00) = 41.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-12.58	-1.35	0.00	0.00	0.00	41.15

Segment Leq : 41.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.58	3.58

ROAD (0.00 + 59.84 + 0.00) = 59.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.16	0.00	-4.29	-0.50	0.00	0.00	-11.52	59.84

Segment Leq : 59.84 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.14 ! 4.50 ! 3.02 ! 3.02

ROAD (0.00 + 53.54 + 0.00) = 53.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	73.27	0.00	-6.48	-0.51	0.00	0.00	-12.74	53.54

Segment Leq : 53.54 dBA

Total Leq All Segments: 60.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.07
(NIGHT): 60.83

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5050/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5472
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8921/890 veh/TimePeriod *
Medium truck volume : 13/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9831
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 90.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11618/1790 veh/TimePeriod *
Medium truck volume : 506/78 veh/TimePeriod *
Heavy truck volume : 3244/500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17735
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.29
Heavy Truck % of Total Volume : 21.11
Day (16 hrs) % of Total Volume : 86.65

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 24944/1771 veh/TimePeriod *
Medium truck volume : 333/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27252
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 2697/416   veh/TimePeriod *
Medium truck volume : 19/3     veh/TimePeriod *
Heavy truck volume  : 10/2     veh/TimePeriod *
Posted speed limit  : 60 km/h
Road gradient       : 0 %
Road pavement      : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3146
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.71
Heavy Truck % of Total Volume    : 0.36
Day (16 hrs) % of Total Volume  : 86.64
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0          (No woods.)
No of house rows : 0 / 0
Surface         : 1          (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height  : 1.50 / 4.50 m
Topography      : 1          (Flat/gentle slope; no barrier)
Reference angle  : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 38.67 + 0.00) = 38.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.32	0.00	-19.20	-1.46	0.00	0.00	0.00	38.67

Segment Leq : 38.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 40.87 + 0.00) = 40.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.01	0.00	-19.68	-1.46	0.00	0.00	0.00	40.87

Segment Leq : 40.87 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.57	2.57

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.05	0.00	-11.80	-0.71	0.00	0.00	-13.62	53.92

Segment Leq : 53.92 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.35	2.35

ROAD (0.00 + 51.06 + 0.00) = 51.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.38	0.00	-12.60	-0.73	0.00	0.00	-13.99	51.06

Segment Leq : 51.06 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.05	0.00	-9.23	-1.46	0.00	0.00	0.00	57.36

Segment Leq : 57.36 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 46.35 + 0.00) = 46.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.66	0.00	-9.85	-1.46	0.00	0.00	0.00	46.35

Segment Leq : 46.35 dBA

Total Leq All Segments: 59.92 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.60 + 0.00) = 31.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.55	0.00	-18.60	-1.35	0.00	0.00	0.00	31.60

Segment Leq : 31.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.58 m

ROAD (0.00 + 34.70 + 0.00) = 34.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.08	0.00	-19.03	-1.35	0.00	0.00	0.00	34.70

Segment Leq : 34.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.69	2.69

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.10	0.00	-11.09	-0.50	0.00	0.00	-13.34	51.17

Segment Leq : 51.17 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.46	2.46

ROAD (0.00 + 47.17 + 0.00) = 47.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	73.27	0.00	-11.82	-0.51	0.00	0.00	-13.76	47.17

Segment Leq : 47.17 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.58	0.00	-9.21	-1.33	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.83 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.74	0.00	-9.78	-1.34	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Total Leq All Segments: 54.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.92
(NIGHT): 54.50

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11959/1010 veh/TimePeriod *
Medium truck volume : 171/14 veh/TimePeriod *
Heavy truck volume : 86/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13247
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.40
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13685/1200 veh/TimePeriod *
Medium truck volume : 179/16 veh/TimePeriod *
Heavy truck volume : 89/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15176
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.94

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11057/2225 veh/TimePeriod *
Medium truck volume : 626/126 veh/TimePeriod *
Heavy truck volume : 5067/1020 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.74
Heavy Truck % of Total Volume : 30.25
Day (16 hrs) % of Total Volume : 83.25

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4390/565 veh/TimePeriod *
Medium truck volume : 290/37 veh/TimePeriod *
Heavy truck volume : 2169/279 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7731
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 88.59

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8419/1124 veh/TimePeriod *
Medium truck volume : 113/15 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9736
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 88.22

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 24944/1771 veh/TimePeriod *
Medium truck volume : 333/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27252
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.37

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9031/1733 veh/TimePeriod *
Medium truck volume : 152/29 veh/TimePeriod *
Heavy truck volume : 438/84 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11467
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.58
Heavy Truck % of Total Volume : 4.55
Day (16 hrs) % of Total Volume : 83.90

```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.96	0.00	-12.15	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 52.96 + 0.00) = 52.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.40	0.00	-12.44	0.00	0.00	0.00	0.00	52.96

Segment Leq : 52.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 62.88 + 0.00) = 62.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.05	0.00	-8.22	0.00	0.00	0.00	-8.95	62.88

Segment Leq : 62.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.37 !	1.50 !	2.52 !	2.52

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.36	0.00	-8.94	0.00	0.00	0.00	-8.94	58.48

Segment Leq : 58.48 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.96	0.96

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.60	0.00	0.00	0.00	-15.47	38.27

Segment Leq : 38.27 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.05	0.00	-9.07	0.00	0.00	0.00	0.00	58.98

Segment Leq : 58.98 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.46 m

ROAD (0.00 + 55.14 + 0.00) = 55.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.41	0.00	-12.27	0.00	0.00	0.00	0.00	55.14

Segment Leq : 55.14 dBA

Total Leq All Segments: 66.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 45.38 + 0.00) = 45.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.18	0.00	-11.80	0.00	0.00	0.00	0.00	45.38

Segment Leq : 45.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 45.76 + 0.00) = 45.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.87	0.00	-12.11	0.00	0.00	0.00	0.00	45.76

Segment Leq : 45.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	2.76	2.76

ROAD (0.00 + 60.60 + 0.00) = 60.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.10	0.00	-7.35	0.00	0.00	0.00	-8.15	60.60

Segment Leq : 60.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	2.71	2.71

ROAD (0.00 + 53.89 + 0.00) = 53.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.46	0.00	-8.26	0.00	0.00	0.00	-8.31	53.89

Segment Leq : 53.89 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.03	1.03

ROAD (0.00 + 33.40 + 0.00) = 33.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.65	0.00	-8.99	0.00	0.00	0.00	-15.26	33.40

Segment Leq : 33.40 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.58	0.00	-8.99	0.00	0.00	0.00	0.00	50.59

Segment Leq : 50.59 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.46 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.25	0.00	-11.93	0.00	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Total Leq All Segments: 62.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.19
(NIGHT): 62.35

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12025/2465 veh/TimePeriod *
Medium truck volume : 570/117 veh/TimePeriod *
Heavy truck volume : 3969/813 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19958
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.44
Heavy Truck % of Total Volume : 23.96
Day (16 hrs) % of Total Volume : 82.99

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 11300/2364 veh/TimePeriod *
Medium truck volume : 712/149 veh/TimePeriod *
Heavy truck volume : 5823/1218 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.99
Heavy Truck % of Total Volume : 32.65
Day (16 hrs) % of Total Volume : 82.70

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.21 m

ROAD (0.00 + 62.82 + 0.00) = 62.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.15	0.00	-14.92	-1.42	0.00	0.00	0.00	62.82

Segment Leq : 62.82 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.39 m

ROAD (0.00 + 65.27 + 0.00) = 65.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.62	0.00	-13.94	-1.41	0.00	0.00	0.00	65.27

Segment Leq : 65.27 dBA

Total Leq All Segments: 67.23 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

ROAD (0.00 + 59.75 + 0.00) = 59.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.28	0.00	-14.26	-1.26	0.00	0.00	0.00	59.75

Segment Leq : 59.75 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.39 m

ROAD (0.00 + 62.22 + 0.00) = 62.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.83	0.00	-13.35	-1.25	0.00	0.00	0.00	62.22

Segment Leq : 62.22 dBA

Total Leq All Segments: 64.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.23
(NIGHT): 64.17

**APPENDIX B.5.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2B 2025**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5308/635 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5943
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.32
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.22 -1.23 0.00 0.00 -13.80 38.92
-----
```

Segment Leq : 38.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 55.59 + 0.00) = 55.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-9.68	0.00	0.00	0.00	-16.75	55.59

Segment Leq : 55.59 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 52.68 + 0.00) = 52.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.45	0.00	-9.05	0.00	0.00	0.00	-16.72	52.68

Segment Leq : 52.68 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.67 !	1.50 !	1.73 !	1.73

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-10.33	0.00	0.00	0.00	-15.70	45.02

Segment Leq : 45.02 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.08 !	1.08

ROAD (0.00 + 39.35 + 0.00) = 39.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-8.61	0.00	0.00	0.00	-18.18	39.35

Segment Leq : 39.35 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 31.82 + 0.00) = 31.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.31	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.82

Segment Leq : 31.82 dBA

Total Leq All Segments: 57.84 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	2.44	4.44

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.24*
-90	90	0.59	55.66	0.00	-9.20	-1.33	0.00	0.00	0.00	45.13

* Bright Zone !

Segment Leq : 45.13 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	2.42	4.42

ROAD (0.00 + 44.20 + 0.00) = 44.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-6.75	-1.07	0.00	0.00	-5.00	44.20

 Segment Leq : 44.20 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.86	!	2.86

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-9.49	0.00	0.00	0.00	-16.62	53.10

Segment Leq : 53.10 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.93	!	2.93

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-8.86	0.00	0.00	0.00	-16.57	51.41

Segment Leq : 51.41 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.77 !	1.77

ROAD (0.00 + 40.64 + 0.00) = 40.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-10.16	0.00	0.00	0.00	-15.60	40.64

Segment Leq : 40.64 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.15 !	1.15

ROAD (0.00 + 33.03 + 0.00) = 33.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.19	0.00	0.00	0.00	-18.11	33.03

Segment Leq : 33.03 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.59	!	3.59

ROAD (0.00 + 33.74 + 0.00) = 33.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.10	0.00	-10.49	-1.09	0.00	0.00	-5.78	33.74

Segment Leq : 33.74 dBA

Total Leq All Segments: 56.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.84
(NIGHT): 56.21

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5308/635 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5943
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.32
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.22 -1.23 0.00 0.00 -13.80 38.92
-----
```

Segment Leq : 38.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 56.26 + 0.00) = 56.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-9.05	0.00	0.00	0.00	-16.72	56.26

Segment Leq : 56.26 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.83	!	2.83

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.45	0.00	-8.35	0.00	0.00	0.00	-16.68	53.42

Segment Leq : 53.42 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.67	!	1.50	!	1.74	!	1.74

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.79	0.00	0.00	0.00	-15.69	45.58

Segment Leq : 45.58 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	1.50	!	1.11	!	1.11

ROAD (0.00 + 40.20 + 0.00) = 40.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-7.77	0.00	0.00	0.00	-18.16	40.20

Segment Leq : 40.20 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 31.82 + 0.00) = 31.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.31	0.00	-10.43	-1.26	0.00	0.00	-13.81	31.82

Segment Leq : 31.82 dBA

Total Leq All Segments: 58.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.06 !	4.06

ROAD (0.00 + 40.88 + 0.00) = 40.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-8.36	-1.06	0.00	0.00	-5.36	40.88

Segment Leq : 40.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 43.27 + 0.00) = 43.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-6.89	-1.07	0.00	0.00	-5.79	43.27

Segment Leq : 43.27 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.92 ! 2.92

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 79.22 0.00 -8.90 0.00 0.00 0.00 -16.57 53.74
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 53.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
2.40 ! 4.50 ! 3.02 ! 3.02

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 76.84 0.00 -8.17 0.00 0.00 0.00 -16.50 52.17
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 52.17 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.78 !	1.78

ROAD (0.00 + 41.23 + 0.00) = 41.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-9.60	0.00	0.00	0.00	-15.57	41.23

Segment Leq : 41.23 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.20 !	1.20

ROAD (0.00 + 33.89 + 0.00) = 33.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.37	0.00	0.00	0.00	-18.07	33.89

Segment Leq : 33.89 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.10	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 56.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.51
(NIGHT): 56.56

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.78 + 0.00) = 38.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.95 -1.23 0.00 0.00 -13.21 38.78
-----
  
```

Segment Leq : 38.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-8.16	-1.24	0.00	0.00	-13.36	40.32

Segment Leq : 40.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.79 !	2.79

ROAD (0.00 + 56.53 + 0.00) = 56.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-8.79	0.00	0.00	0.00	-16.71	56.53

Segment Leq : 56.53 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	1.50	2.54	2.54

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-8.04	0.00	0.00	0.00	-16.86	54.60

Segment Leq : 54.60 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.75	1.75

ROAD (0.00 + 46.32 + 0.00) = 46.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.06	0.00	0.00	0.00	-15.67	46.32

Segment Leq : 46.32 dBA

Total Leq All Segments: 59.03 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-9.08	-1.06	0.00	0.00	-5.02	40.50

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.59

Segment Leq : 43.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.95	2.95

ROAD (0.00 + 53.99 + 0.00) = 53.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.67	0.00	0.00	0.00	-16.55	53.99

Segment Leq : 53.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	4.50	2.73	2.73

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.90	0.00	0.00	0.00	-16.67	50.10

Segment Leq : 50.10 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.68 ! 4.50 ! 1.79 ! 1.79

ROAD (0.00 + 41.88 + 0.00) = 41.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-8.99	0.00	0.00	0.00	-15.53	41.88

Segment Leq : 41.88 dBA

Total Leq All Segments: 56.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.03
(NIGHT): 56.05

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.78 + 0.00) = 38.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.95 -1.23 0.00 0.00 -13.21 38.78
-----
  
```

Segment Leq : 38.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-8.16	-1.24	0.00	0.00	-13.36	40.32

Segment Leq : 40.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40 !	1.50 !	2.80 !	2.80

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-8.67	0.00	0.00	0.00	-16.70	56.65

Segment Leq : 56.65 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-7.90	0.00	0.00	0.00	-16.85	54.74

Segment Leq : 54.74 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.67	!	1.50	!	1.75	!	1.75

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-8.99	0.00	0.00	0.00	-15.66	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 59.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-9.08	-1.06	0.00	0.00	-5.02	40.50

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.59

Segment Leq : 43.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.97 ! 2.97

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 79.22 0.00 -8.55 0.00 0.00 0.00 -16.54 54.13
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 54.13 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.05 ! 4.50 ! 2.76 ! 2.76

ROAD (0.00 + 50.26 + 0.00) = 50.26 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 74.68 0.00 -7.76 0.00 0.00 0.00 -16.66 50.26
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 50.26 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.00 + 0.00) = 42.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-8.88	0.00	0.00	0.00	-15.52	42.00

Segment Leq : 42.00 dBA

Total Leq All Segments: 56.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.15
(NIGHT): 56.18

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7395/627 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8072
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.41
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7587/838 veh/TimePeriod *
Medium truck volume : 91/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8577
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 90.05

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85
    
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.68 ! 1.50 ! 1.40 ! 1.40
    
```

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.63 0.00 -6.30 0.00 0.00 0.00 0.00 -5.04 50.29
-----
    
```

Segment Leq : 50.29 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.40	!	1.40

ROAD (0.00 + 52.38 + 0.00) = 52.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.73	0.00	-5.31	0.00	0.00	0.00	-5.03	52.38

Segment Leq : 52.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	2.86	!	2.86

ROAD (0.00 + 55.71 + 0.00) = 55.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.25	0.00	-8.63	0.00	0.00	0.00	-17.90	55.71

Segment Leq : 55.71 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.05	1.50	2.74	2.74

ROAD (0.00 + 53.71 + 0.00) = 53.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-7.85	0.00	0.00	0.00	-17.93	53.71

Segment Leq : 53.71 dBA

Total Leq All Segments: 59.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.63	4.50	3.86	3.86

ROAD (0.00 + 47.35 + 0.00) = 47.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.85	0.00	-6.50	0.00	0.00	0.00	-0.29	47.06*
-90	90	0.00	53.85	0.00	-6.50	0.00	0.00	0.00	0.00	47.35

* Bright Zone !

Segment Leq : 47.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	3.63	3.63

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.15	0.00	-5.56	0.00	0.00	0.00	-0.39	50.20*
-90	90	0.00	56.15	0.00	-5.56	0.00	0.00	0.00	0.00	50.59

* Bright Zone !

Segment Leq : 50.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	2.99	2.99

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.30	0.00	-8.75	0.00	0.00	0.00	-17.82	51.73

Segment Leq : 51.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.05 ! 4.50 ! 2.89 ! 2.89

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.99	0.00	0.00	0.00	-17.83	48.85

Segment Leq : 48.85 dBA

Total Leq All Segments: 55.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.48
(NIGHT): 55.96

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 74.00 / 71.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 93.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-17.95	-1.46	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 42.90 + 0.00) = 42.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-18.60	-1.46	0.00	0.00	0.00	42.90

Segment Leq : 42.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.10	3.10

ROAD (0.00 + 56.20 + 0.00) = 56.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.95	0.00	-7.24	0.00	0.00	0.00	-17.51	56.20

Segment Leq : 56.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.84	2.84

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.09	0.00	-8.17	0.00	0.00	0.00	-17.60	52.32

Segment Leq : 52.32 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-13.95	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-10.66	-1.46	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 59.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 35.88 + 0.00) = 35.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.37	0.00	-17.15	-1.34	0.00	0.00	0.00	35.88

Segment Leq : 35.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 36.93 + 0.00) = 36.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-17.69	-1.33	0.00	0.00	0.00	36.93

Segment Leq : 36.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.34	3.34

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.04	0.00	-7.08	0.00	0.00	0.00	-17.33	51.63

Segment Leq : 51.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.04	3.04

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.73	0.00	-7.99	0.00	0.00	0.00	-17.47	47.27

Segment Leq : 47.27 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 44.19 + 0.00) = 44.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.63	0.00	-13.10	-1.34	0.00	0.00	0.00	44.19

Segment Leq : 44.19 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.75	0.00	-9.75	-1.33	0.00	0.00	0.00	50.68

Segment Leq : 50.68 dBA

Total Leq All Segments: 55.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.49
(NIGHT): 55.45

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 14850/1337 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16187
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.74
  
```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 62.00 + 0.00) = 62.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.29	0.00	-3.29	0.00	0.00	0.00	0.00	62.00

Segment Leq : 62.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 63.80 + 0.00) = 63.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.08	0.00	-0.28	0.00	0.00	0.00	0.00	63.80

Segment Leq : 63.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.95	0.00	-10.61	0.00	0.00	0.00	-15.15	55.19

Segment Leq : 55.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.49	2.49

ROAD (0.00 + 52.63 + 0.00) = 52.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.09	0.00	-10.16	0.00	0.00	0.00	-15.30	52.63

Segment Leq : 52.63 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 52.13 + 0.00) = 52.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.67	0.00	-9.54	0.00	0.00	0.00	0.00	52.13

Segment Leq : 52.13 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.73	0.00	-11.83	0.00	0.00	0.00	0.00	48.90

Segment Leq : 48.90 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.78	0.00	-3.80	0.00	0.00	0.00	0.00	57.98

Segment Leq : 57.98 dBA

Total Leq All Segments: 67.30 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 53.47 + 0.00) = 53.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.15	0.00	-3.68	0.00	0.00	0.00	0.00	53.47

Segment Leq : 53.47 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 55.78 + 0.00) = 55.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.81	0.00	-1.03	0.00	0.00	0.00	0.00	55.78

Segment Leq : 55.78 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.04	0.00	-10.68	0.00	0.00	0.00	-14.98	50.38

Segment Leq : 50.38 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.59	2.59

ROAD (0.00 + 47.38 + 0.00) = 47.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.73	0.00	-10.24	0.00	0.00	0.00	-15.11	47.38

Segment Leq : 47.38 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.90	0.00	-9.63	0.00	0.00	0.00	0.00	47.27

Segment Leq : 47.27 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 46.34 + 0.00) = 46.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.23	0.00	-11.89	0.00	0.00	0.00	0.00	46.34

Segment Leq : 46.34 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.48 + 0.00) = 52.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.33	0.00	-1.86	0.00	0.00	0.00	0.00	52.48

Segment Leq : 52.48 dBA

Total Leq All Segments: 60.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.30
(NIGHT): 60.16

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7216/681 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6219/632 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6864
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.49 + 0.00) = 53.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.87	0.00	-7.38	0.00	0.00	0.00	0.00	53.49

Segment Leq : 53.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.43	0.00	-6.30	0.00	0.00	0.00	0.00	54.13

Segment Leq : 54.13 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.63 !	2.63

ROAD (0.00 + 57.47 + 0.00) = 57.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-9.12	0.00	0.00	0.00	-15.11	57.47

Segment Leq : 57.47 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 55.96 + 0.00) = 55.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.47	0.00	0.00	0.00	-15.26	55.96

Segment Leq : 55.96 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.73	0.00	-9.44	0.00	0.00	0.00	0.00	51.29

Segment Leq : 51.29 dBA

Total Leq All Segments: 61.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.09 + 0.00) = 46.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.63	0.00	-7.53	0.00	0.00	0.00	0.00	46.09

Segment Leq : 46.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-6.50	0.00	0.00	0.00	0.00	46.90

Segment Leq : 46.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.76	2.76

ROAD (0.00 + 53.67 + 0.00) = 53.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-9.23	0.00	0.00	0.00	-14.87	53.67

Segment Leq : 53.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.69 !	2.69

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.59	0.00	0.00	0.00	-14.97	51.67

Segment Leq : 51.67 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.23	0.00	-9.54	0.00	0.00	0.00	0.00	48.69

Segment Leq : 48.69 dBA

Total Leq All Segments: 57.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.96
(NIGHT): 57.35

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.60
    
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0       (No woods.)
No of house rows   :      0 / 0
Surface            :      1       (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height    :      1.50 / 4.50 m
Topography         :      1       (Flat/gentle slope; no barrier)
Reference angle    :      0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.67 + 0.00) = 42.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-16.33	-1.46	0.00	0.00	0.00	42.67

Segment Leq : 42.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 45.14 + 0.00) = 45.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-15.48	-1.46	0.00	0.00	0.00	45.14

Segment Leq : 45.14 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.54	2.54

ROAD (0.00 + 52.61 + 0.00) = 52.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-13.29	-0.57	0.00	0.00	-15.23	52.61

Segment Leq : 52.61 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.42	2.42

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-12.83	-0.58	0.00	0.00	-15.40	50.87

Segment Leq : 50.87 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.44 + 0.00) = 41.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.23	0.00	-17.33	-1.46	0.00	0.00	0.00	41.44

Segment Leq : 41.44 dBA

Total Leq All Segments: 55.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-15.88	-1.35	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.64 + 0.00) = 39.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-15.09	-1.35	0.00	0.00	0.00	39.64

Segment Leq : 39.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.62	2.62

ROAD (0.00 + 49.97 + 0.00) = 49.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-12.38	-0.35	0.00	0.00	-15.07	49.97

Segment Leq : 49.97 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	4.50	!	2.51	!	2.51

ROAD (0.00 + 47.68 + 0.00) = 47.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-11.97	-0.36	0.00	0.00	-15.23	47.68

Segment Leq : 47.68 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.37 + 0.00) = 34.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.26	0.00	-16.53	-1.35	0.00	0.00	0.00	34.37

Segment Leq : 34.37 dBA

Total Leq All Segments: 52.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.68
(NIGHT): 52.37

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.60

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0         (No woods.)
No of house rows   :      0 / 0
Surface            :      1         (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height    :      1.50 / 4.50 m
Topography         :      1         (Flat/gentle slope; no barrier)
Reference angle    :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.09 + 0.00) = 41.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-17.91	-1.46	0.00	0.00	0.00	41.09

Segment Leq : 41.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-17.37	-1.46	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.51	2.51

ROAD (0.00 + 51.58 + 0.00) = 51.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-14.29	-0.57	0.00	0.00	-15.26	51.58

Segment Leq : 51.58 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.38	2.38

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-13.90	-0.58	0.00	0.00	-15.44	49.76

Segment Leq : 49.76 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.44 + 0.00) = 41.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.23	0.00	-17.33	-1.46	0.00	0.00	0.00	41.44

Segment Leq : 41.44 dBA

Total Leq All Segments: 54.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 33.11 + 0.00) = 33.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-17.38	-1.35	0.00	0.00	0.00	33.11

Segment Leq : 33.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-16.87	-1.35	0.00	0.00	0.00	37.86

Segment Leq : 37.86 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.58	2.58

ROAD (0.00 + 48.99 + 0.00) = 48.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-13.30	-0.35	0.00	0.00	-15.13	48.99

Segment Leq : 48.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.46 !	2.46

ROAD (0.00 + 46.63 + 0.00) = 46.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-12.95	-0.36	0.00	0.00	-15.30	46.63

Segment Leq : 46.63 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.37 + 0.00) = 34.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.26	0.00	-16.53	-1.35	0.00	0.00	0.00	34.37

Segment Leq : 34.37 dBA

Total Leq All Segments: 51.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.57
(NIGHT): 51.34

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.60
    
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.30	0.00	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.84	0.00	0.00	0.00	0.00	56.70

Segment Leq : 56.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.60	2.60

ROAD (0.00 + 59.23 + 0.00) = 59.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-8.90	0.00	0.00	0.00	-13.57	59.23

Segment Leq : 59.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.51	2.51

ROAD (0.00 + 57.77 + 0.00) = 57.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.17	0.00	0.00	0.00	-13.74	57.77

Segment Leq : 57.77 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.23 + 0.00) = 60.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.23	0.00	0.00	0.00	0.00	0.00	0.00	60.23

Segment Leq : 60.23 dBA

Total Leq All Segments: 64.97 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.47	0.00	0.00	0.00	0.00	45.55

Segment Leq : 45.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 50.71 + 0.00) = 50.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-4.62	0.00	0.00	0.00	0.00	50.71

Segment Leq : 50.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.80	2.80

ROAD (0.00 + 56.26 + 0.00) = 56.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-8.35	0.00	0.00	0.00	-13.16	56.26

Segment Leq : 56.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.75 !	2.75

ROAD (0.00 + 54.49 + 0.00) = 54.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-7.51	0.00	0.00	0.00	-13.24	54.49

Segment Leq : 54.49 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.26	0.00	-0.79	0.00	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Total Leq All Segments: 59.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.97
(NIGHT): 59.99

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 10390/830   veh/TimePeriod *
Medium truck volume :      0/0   veh/TimePeriod *
Heavy truck volume  :      0/0   veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11220
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.60

```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  : 1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.58 + 0.00) = 50.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-9.31	0.00	0.00	0.00	0.00	50.58

Segment Leq : 50.58 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-8.77	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.52	2.52

ROAD (0.00 + 57.45 + 0.00) = 57.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-10.58	0.00	0.00	0.00	-13.68	57.45

Segment Leq : 57.45 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.40	2.40

ROAD (0.00 + 55.70 + 0.00) = 55.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-10.10	0.00	0.00	0.00	-13.89	55.70

Segment Leq : 55.70 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.23 + 0.00) = 60.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.23	0.00	0.00	0.00	0.00	0.00	0.00	60.23

Segment Leq : 60.23 dBA

Total Leq All Segments: 63.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-8.77	0.00	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-8.15	0.00	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.64	2.64

ROAD (0.00 + 54.15 + 0.00) = 54.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-10.18	0.00	0.00	0.00	-13.42	54.15

Segment Leq : 54.15 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.54 !	2.54

ROAD (0.00 + 51.97 + 0.00) = 51.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-9.65	0.00	0.00	0.00	-13.61	51.97

Segment Leq : 51.97 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.47 + 0.00) = 51.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.26	0.00	-0.79	0.00	0.00	0.00	0.00	51.47

Segment Leq : 51.47 dBA

Total Leq All Segments: 58.00 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.68
(NIGHT): 58.00

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.50 / 274.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 278.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 337.50 / 318.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 332.00 / 313.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 319.50 / 300.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 314.00 / 295.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 37.00 + 0.00) = 37.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-21.44	-1.46	0.00	0.00	0.00	37.00

Segment Leq : 37.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 40.01 + 0.00) = 40.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-21.06	-1.46	0.00	0.00	0.00	40.01

Segment Leq : 40.01 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.46	2.46

ROAD (0.00 + 49.39 + 0.00) = 49.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-16.42	-0.57	0.00	0.00	-15.32	49.39

Segment Leq : 49.39 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.32	2.32

ROAD (0.00 + 47.52 + 0.00) = 47.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-16.19	-0.58	0.00	0.00	-15.40	47.52

Segment Leq : 47.52 dBA

Total Leq All Segments: 52.00 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.46 + 0.00) = 30.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-20.20	-1.35	0.00	0.00	0.00	30.46

Segment Leq : 30.46 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 34.23 + 0.00) = 34.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-19.75	-1.35	0.00	0.00	0.00	34.23

Segment Leq : 34.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.52	2.52

ROAD (0.00 + 47.28 + 0.00) = 47.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-14.92	-0.35	0.00	0.00	-15.22	47.28

Segment Leq : 47.28 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 4.50 ! 2.38 ! 2.38

ROAD (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-14.69	-0.36	0.00	0.00	-15.40	44.78

Segment Leq : 44.78 dBA

Total Leq All Segments: 49.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.00
(NIGHT): 49.41

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.50 / 376.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 390.00 / 371.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 378.50 / 359.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 373.00 / 354.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.67 + 0.00) = 35.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-22.77	-1.46	0.00	0.00	0.00	35.67

Segment Leq : 35.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 38.62 + 0.00) = 38.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-22.46	-1.46	0.00	0.00	0.00	38.62

Segment Leq : 38.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.44	2.44

ROAD (0.00 + 48.54 + 0.00) = 48.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-17.26	-0.57	0.00	0.00	-15.34	48.54

Segment Leq : 48.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.31	2.31

ROAD (0.00 + 46.61 + 0.00) = 46.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-17.08	-0.58	0.00	0.00	-15.41	46.61

Segment Leq : 46.61 dBA

Total Leq All Segments: 51.08 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 29.08 + 0.00) = 29.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-21.58	-1.35	0.00	0.00	0.00	29.08

Segment Leq : 29.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 32.77 + 0.00) = 32.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-21.21	-1.35	0.00	0.00	0.00	32.77

Segment Leq : 32.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.49	2.49

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-15.74	-0.35	0.00	0.00	-15.25	46.43

Segment Leq : 46.43 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.21 ! 4.50 ! 2.36 ! 2.36

ROAD (0.00 + 43.87 + 0.00) = 43.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-15.57	-0.36	0.00	0.00	-15.44	43.87

Segment Leq : 43.87 dBA

Total Leq All Segments: 48.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.08
(NIGHT): 48.51

Filename: n_jk31ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
  
```

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.53 0.00 0.00 0.00 -11.15 42.22
-----
  
```

Segment Leq : 42.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.62 !	1.50 !	-1.40 !	1.10

ROAD (0.00 + 45.36 + 0.00) = 45.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.44	0.00	0.00	0.00	-11.73	45.36

Segment Leq : 45.36 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.70 !	2.70

ROAD (0.00 + 57.85 + 0.00) = 57.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-8.67	0.00	0.00	0.00	-15.02	57.85

Segment Leq : 57.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.59 !	2.59

ROAD (0.00 + 56.59 + 0.00) = 56.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-7.90	0.00	0.00	0.00	-15.20	56.59

Segment Leq : 56.59 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.12 !	1.38

ROAD (0.00 + 39.27 + 0.00) = 39.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.46	0.00	-9.02	0.00	0.00	0.00	-10.17	39.27

Segment Leq : 39.27 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	-1.08	1.42

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-10.62	0.00	0.00	0.00	-9.90	46.13

Segment Leq : 46.13 dBA

Total Leq All Segments: 60.67 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.47	2.97

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.72	0.00	0.00	0.00	-7.69	37.61

Segment Leq : 37.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.57 !	4.50 !	0.13 !	2.63

ROAD (0.00 + 40.93 + 0.00) = 40.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-5.60	0.00	0.00	0.00	-8.80	40.93

Segment Leq : 40.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.84 !	2.84

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-8.79	0.00	0.00	0.00	-14.75	54.19

Segment Leq : 54.19 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.75 !	2.75

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.04	0.00	0.00	0.00	-14.88	52.32

Segment Leq : 52.32 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	1.21 !	3.71

ROAD (0.00 + 38.31 + 0.00) = 38.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-9.13	0.00	0.00	0.00	-6.04	38.31

Segment Leq : 38.31 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.89	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-10.41	0.00	0.00	0.00	-5.65	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 56.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.67
(NIGHT): 56.77

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.97 + 0.00) = 41.97 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.99 0.00 0.00 0.00 -10.93 41.97
-----
  
```

Segment Leq : 41.97 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.62 !	1.50 !	-1.36 !	1.14

ROAD (0.00 + 45.19 + 0.00) = 45.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-5.95	0.00	0.00	0.00	-11.40	45.19

Segment Leq : 45.19 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.67 !	2.67

ROAD (0.00 + 57.32 + 0.00) = 57.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-9.16	0.00	0.00	0.00	-15.06	57.32

Segment Leq : 57.32 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-8.51	0.00	0.00	0.00	-15.26	55.91

Segment Leq : 55.91 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-1.11 !	1.39

ROAD (0.00 + 38.94 + 0.00) = 38.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.46	0.00	-9.44	0.00	0.00	0.00	-10.09	38.94

Segment Leq : 38.94 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	-1.08	1.42

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-10.62	0.00	0.00	0.00	-9.90	46.13

Segment Leq : 46.13 dBA

Total Leq All Segments: 60.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.62	3.12

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-7.16	0.00	0.00	0.00	-7.30	37.56

Segment Leq : 37.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.57 !	4.50 !	0.29 !	2.79

ROAD (0.00 + 40.95 + 0.00) = 40.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-6.16	0.00	0.00	0.00	-8.22	40.95

Segment Leq : 40.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.80 !	2.80

ROAD (0.00 + 53.65 + 0.00) = 53.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-9.26	0.00	0.00	0.00	-14.81	53.65

Segment Leq : 53.65 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.68 !	2.68

ROAD (0.00 + 51.62 + 0.00) = 51.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-8.63	0.00	0.00	0.00	-14.98	51.62

Segment Leq : 51.62 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	1.26 !	3.76

ROAD (0.00 + 37.99 + 0.00) = 37.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.49	0.00	-9.57	0.00	0.00	0.00	-5.93	37.99

Segment Leq : 37.99 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.45 + 0.00) = 42.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-10.41	0.00	0.00	0.00	-5.65	42.45

Segment Leq : 42.45 dBA

Total Leq All Segments: 56.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.12
(NIGHT): 56.22

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 18489/1426 veh/TimePeriod *
Medium truck volume : 222/17 veh/TimePeriod *
Heavy truck volume : 119/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 92.84

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.46 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 51.22
-----
  
```

Segment Leq : 51.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.33	!	1.33

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.77	0.00	-4.77	0.00	0.00	0.00	-8.37	52.62

Segment Leq : 52.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.50	!	2.50

ROAD (0.00 + 61.94 + 0.00) = 61.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-10.63	0.00	0.00	0.00	-8.97	61.94

Segment Leq : 61.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 59.40 + 0.00) = 59.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-10.13	0.00	0.00	0.00	-8.94	59.40

Segment Leq : 59.40 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.65	0.00	-9.41	0.00	0.00	0.00	-7.61	49.63

Segment Leq : 49.63 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 55.60 + 0.00) = 55.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-4.94	0.00	0.00	0.00	-7.86	55.60

Segment Leq : 55.60 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 37.86 + 0.00) = 37.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.99	0.00	0.00	0.00	-15.48	37.86

Segment Leq : 37.86 dBA

Total Leq All Segments: 65.07 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.63	3.63

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-6.43	0.00	0.00	0.00	-4.51	46.84*
-90	90	0.00	57.78	0.00	-6.43	0.00	0.00	0.00	0.00	51.34

* Bright Zone !

Segment Leq : 51.34 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.47	3.47

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-5.14	0.00	0.00	0.00	-4.70	48.22*
-90	90	0.00	58.06	0.00	-5.14	0.00	0.00	0.00	0.00	52.92

* Bright Zone !

Segment Leq : 52.92 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 58.36 + 0.00) = 58.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-10.71	0.00	0.00	0.00	-8.66	58.36

Segment Leq : 58.36 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.61	!	2.61

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-10.24	0.00	0.00	0.00	-8.60	55.34

Segment Leq : 55.34 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 49.00 + 0.00) = 49.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.51	0.00	-9.51	0.00	0.00	0.00	-2.74	46.26*
-90	90	0.00	58.51	0.00	-9.51	0.00	0.00	0.00	0.00	49.00

* Bright Zone !

Segment Leq : 49.00 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	3.73	3.73

ROAD (0.00 + 58.94 + 0.00) = 58.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-5.21	0.00	0.00	0.00	-4.11	54.82*
-90	90	0.00	64.15	0.00	-5.21	0.00	0.00	0.00	0.00	58.94

* Bright Zone !

Segment Leq : 58.94 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 1.00 ! 1.00

ROAD (0.00 + 32.32 + 0.00) = 32.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-10.08	0.00	0.00	0.00	-15.35	32.32

Segment Leq : 32.32 dBA

Total Leq All Segments: 63.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.07
(NIGHT): 63.47

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7324/1136 veh/TimePeriod *
Medium truck volume : 503/78 veh/TimePeriod *
Heavy truck volume : 4304/668 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14014
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.15
Heavy Truck % of Total Volume : 35.48
Day (16 hrs) % of Total Volume : 86.57

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 8032/1918 veh/TimePeriod *
Medium truck volume : 104/25 veh/TimePeriod *
Heavy truck volume : 52/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10144
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.72

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```
-----
Car traffic volume : 8893/2012 veh/TimePeriod *
Medium truck volume : 165/37 veh/TimePeriod *
Heavy truck volume : 578/131 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 11816
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.71
Heavy Truck % of Total Volume : 6.00
Day (16 hrs) % of Total Volume : 81.55
```

Data for Segment # 8: 401SB on rmp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.42 ! 1.42
```

ROAD (0.00 + 50.64 + 0.00) = 50.64 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.46 0.00 -6.30 0.00 0.00 0.00 0.00 -8.52 50.64
-----
```

Segment Leq : 50.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.31	1.31

ROAD (0.00 + 50.97 + 0.00) = 50.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.77	0.00	-4.28	-1.17	0.00	0.00	-9.36	50.97

Segment Leq : 50.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.54	1.54

ROAD (0.00 + 60.07 + 0.00) = 60.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.26	0.00	-11.24	0.00	0.00	0.00	-7.95	60.07

Segment Leq : 60.07 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 59.67 + 0.00) = 59.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-10.85	0.00	0.00	0.00	-7.95	59.67

Segment Leq : 59.67 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.57 + 0.00) = 43.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-11.37	0.00	0.00	0.00	-8.13	43.57

Segment Leq : 43.57 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.53	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 50.99 + 0.00) = 50.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-9.30	0.00	0.00	0.00	-8.11	50.99

Segment Leq : 50.99 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-6.35	0.00	0.00	0.00	-8.52	48.46

Segment Leq : 48.46 dBA

Results segment # 8: 401SB on rmp (day)

 Source height = 1.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.56	1.50	1.50	1.50

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.24	0.00	-12.65	0.00	0.00	0.00	-8.03	47.57

Segment Leq : 47.57 dBA

Total Leq All Segments: 63.91 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.86	3.86

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-6.50	0.00	0.00	0.00	-3.71	47.57*
-90	90	0.00	57.78	0.00	-6.50	0.00	0.00	0.00	0.00	51.28

* Bright Zone !

Segment Leq : 51.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 47.44 + 0.00) = 47.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	58.06	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.44

Segment Leq : 47.44 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	4.37 !	4.37

ROAD (0.00 + 62.87 + 0.00) = 62.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.18	0.00	-11.30	0.00	0.00	0.00	-1.55	61.32*
-90	90	0.00	74.18	0.00	-11.30	0.00	0.00	0.00	0.00	62.87

* Bright Zone !

Segment Leq : 62.87 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-10.92	0.00	0.00	0.00	-1.59	61.66*
-90	90	0.00	74.17	0.00	-10.92	0.00	0.00	0.00	0.00	63.25

* Bright Zone !

Segment Leq : 63.25 dBA

Results segment # 5: 401SB offrmp (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.28	4.28

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.91	0.00	-11.44	0.00	0.00	0.00	-2.10	46.37*
-90	90	0.00	59.91	0.00	-11.44	0.00	0.00	0.00	0.00	48.47

* Bright Zone !

Segment Leq : 48.47 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	4.21	4.21

ROAD (0.00 + 54.74 + 0.00) = 54.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-9.41	0.00	0.00	0.00	-2.41	52.33*
-90	90	0.00	64.15	0.00	-9.41	0.00	0.00	0.00	0.00	54.74

* Bright Zone !

Segment Leq : 54.74 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.81	3.81

ROAD (0.00 + 51.20 + 0.00) = 51.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-6.55	0.00	0.00	0.00	-3.95	47.25*
-90	90	0.00	57.75	0.00	-6.55	0.00	0.00	0.00	0.00	51.20

* Bright Zone !

Segment Leq : 51.20 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.57 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.57 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.80	0.00	-12.69	0.00	0.00	0.00	-1.61	50.50*
-90	90	0.00	64.80	0.00	-12.69	0.00	0.00	0.00	0.00	52.11

* Bright Zone !

Segment Leq : 52.11 dBA

Total Leq All Segments: 66.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.91
(NIGHT): 66.90

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14703/3035 veh/TimePeriod *
Medium truck volume : 724/149 veh/TimePeriod *
Heavy truck volume : 5022/1037 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24670
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 24.56
Day (16 hrs) % of Total Volume : 82.89

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13457/2904 veh/TimePeriod *
Medium truck volume : 941/203 veh/TimePeriod *
Heavy truck volume : 7845/1693 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27043
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 35.27
Day (16 hrs) % of Total Volume : 82.25
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.23 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.23 ! 1.50 ! 1.64 ! 1.64
  
```

ROAD (0.00 + 61.73 + 0.00) = 61.73 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.46 80.16 0.00 -10.26 -1.09 0.00 0.00 -7.09 61.73
-----
  
```

Segment Leq : 61.73 dBA

Results segment # 2: Hwy401 SB/WB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.06 + 0.00) = 65.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.87	0.00	-8.73	-1.08	0.00	0.00	-7.01	65.06

Segment Leq : 65.06 dBA

Total Leq All Segments: 66.72 dBA

Results segment # 1: Hwy401 NB/EB (night)

 Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	3.98	3.98

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	76.32	0.00	-9.85	-0.91	0.00	0.00	-3.78	61.78*
-90	90	0.55	76.32	0.00	-11.17	-1.26	0.00	0.00	0.00	63.88

* Bright Zone !

Segment Leq : 63.88 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.90 ! 3.90

ROAD (0.00 + 67.35 + 0.00) = 67.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.22	0.00	-8.48	-0.90	0.00	0.00	-3.92	64.93*
-90	90	0.54	78.22	0.00	-9.62	-1.25	0.00	0.00	0.00	67.35

* Bright Zone !

Segment Leq : 67.35 dBA

Total Leq All Segments: 68.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.72
(NIGHT): 68.96

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1184/313 veh/TimePeriod *
Medium truck volume : 75/20 veh/TimePeriod *
Heavy truck volume : 747/198 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2537
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 37.24
Day (16 hrs) % of Total Volume : 79.07

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 11613/2411 veh/TimePeriod *
Medium truck volume : 234/49 veh/TimePeriod *
Heavy truck volume : 945/196 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15448
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 7.39
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 17491/1519 veh/TimePeriod *
Medium truck volume : 466/40 veh/TimePeriod *
Heavy truck volume : 233/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19769
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.56
Heavy Truck % of Total Volume : 1.28
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 892/454 veh/TimePeriod *
Medium truck volume : 21/11 veh/TimePeriod *
Heavy truck volume : 207/105 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1689
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.85
Heavy Truck % of Total Volume : 18.46
Day (16 hrs) % of Total Volume : 66.27

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13
  
```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-3.15	0.00	0.00	0.00	0.00	53.91

Segment Leq : 53.91 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.33 + 0.00) = 64.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.03	0.00	-16.74	-0.97	0.00	0.00	0.00	64.33

Segment Leq : 64.33 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.34 + 0.00) = 60.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.45	0.00	-17.15	-0.97	0.00	0.00	0.00	60.34

Segment Leq : 60.34 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	68.17	0.00	-22.13	-1.41	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.65 m

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.14	0.00	-16.83	-1.19	0.00	0.00	0.00	52.12

Segment Leq : 52.12 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.06 m

ROAD (0.00 + 62.19 + 0.00) = 62.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.75	0.00	-5.56	0.00	0.00	0.00	0.00	62.19

Segment Leq : 62.19 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.07 m

ROAD (0.00 + 37.90 + 0.00) = 37.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.57	0.00	-22.24	-1.43	0.00	0.00	0.00	37.90

Segment Leq : 37.90 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-23.28	-1.46	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-23.63	-1.46	0.00	0.00	0.00	50.46

Segment Leq : 50.46 dBA

Total Leq All Segments: 67.89 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.72 + 0.00) = 62.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.22	0.00	-15.72	-0.78	0.00	0.00	0.00	62.72

Segment Leq : 62.72 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.95 + 0.00) = 59.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.84	0.00	-16.11	-0.78	0.00	0.00	0.00	59.95

Segment Leq : 59.95 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 43.19 + 0.00) = 43.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	65.41	0.00	-20.97	-1.25	0.00	0.00	0.00	43.19

Segment Leq : 43.19 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.65 m

ROAD (0.00 + 49.39 + 0.00) = 49.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	66.32	0.00	-15.92	-1.01	0.00	0.00	0.00	49.39

Segment Leq : 49.39 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.06 m

ROAD (0.00 + 54.33 + 0.00) = 54.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.13	0.00	-5.80	0.00	0.00	0.00	0.00	54.33

Segment Leq : 54.33 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.07 m

ROAD (0.00 + 39.28 + 0.00) = 39.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.64	0.00	-21.08	-1.27	0.00	0.00	0.00	39.28

Segment Leq : 39.28 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.10	-1.31	0.00	0.00	0.00	45.51

Segment Leq : 45.51 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-22.48	-1.31	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Total Leq All Segments: 65.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.89
(NIGHT): 65.30

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5308/635 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5943
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 89.32
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.22 -1.23 0.00 0.00 -13.80 38.92
-----
```

Segment Leq : 38.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 56.26 + 0.00) = 56.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-9.05	0.00	0.00	0.00	-16.72	56.26

Segment Leq : 56.26 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.83	!	2.83

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.45	0.00	-8.35	0.00	0.00	0.00	-16.68	53.42

Segment Leq : 53.42 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.67	!	1.50	!	1.74	!	1.74

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.79	0.00	0.00	0.00	-15.69	45.58

Segment Leq : 45.58 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	1.50	!	1.11	!	1.11

ROAD (0.00 + 40.20 + 0.00) = 40.20 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.00 66.13 0.00 -7.77 0.00 0.00 0.00 -18.16 40.20

Segment Leq : 40.20 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 31.82 + 0.00) = 31.82 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.54 57.31 0.00 -10.43 -1.26 0.00 0.00 -13.81 31.82

Segment Leq : 31.82 dBA

Total Leq All Segments: 58.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.06 !	4.06

ROAD (0.00 + 40.88 + 0.00) = 40.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-8.36	-1.06	0.00	0.00	-5.36	40.88

Segment Leq : 40.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 43.27 + 0.00) = 43.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-6.89	-1.07	0.00	0.00	-5.79	43.27

Segment Leq : 43.27 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.92	!	2.92

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.90	0.00	0.00	0.00	-16.57	53.74

Segment Leq : 53.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.02	!	3.02

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-8.17	0.00	0.00	0.00	-16.50	52.17

Segment Leq : 52.17 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.78 !	1.78

ROAD (0.00 + 41.23 + 0.00) = 41.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-9.60	0.00	0.00	0.00	-15.57	41.23

Segment Leq : 41.23 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.20 !	1.20

ROAD (0.00 + 33.89 + 0.00) = 33.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-7.37	0.00	0.00	0.00	-18.07	33.89

Segment Leq : 33.89 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.10	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.07

Segment Leq : 34.07 dBA

Total Leq All Segments: 56.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.51
(NIGHT): 56.56

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 38.78 + 0.00) = 38.78 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.18 0.00 -9.95 -1.23 0.00 0.00 -13.21 38.78
-----
  
```

Segment Leq : 38.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.07	0.00	-8.16	-1.24	0.00	0.00	-13.36	40.32

Segment Leq : 40.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.79 !	2.79

ROAD (0.00 + 56.53 + 0.00) = 56.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.03	0.00	-8.79	0.00	0.00	0.00	-16.71	56.53

Segment Leq : 56.53 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.05 !	1.50 !	2.54 !	2.54

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-8.04	0.00	0.00	0.00	-16.86	54.60

Segment Leq : 54.60 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.67 !	1.50 !	1.75 !	1.75

ROAD (0.00 + 46.32 + 0.00) = 46.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-9.06	0.00	0.00	0.00	-15.67	46.32

Segment Leq : 46.32 dBA

Total Leq All Segments: 59.03 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.66	0.00	-9.08	-1.06	0.00	0.00	-5.02	40.50

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.02	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.59

Segment Leq : 43.59 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.95	!	2.95

ROAD (0.00 + 53.99 + 0.00) = 53.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.67	0.00	0.00	0.00	-16.55	53.99

Segment Leq : 53.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.90	0.00	0.00	0.00	-16.67	50.10

Segment Leq : 50.10 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.68 ! 4.50 ! 1.79 ! 1.79

ROAD (0.00 + 41.88 + 0.00) = 41.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-8.99	0.00	0.00	0.00	-15.53	41.88

Segment Leq : 41.88 dBA

Total Leq All Segments: 56.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.03
(NIGHT): 56.05

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 36.69 + 0.00) = 36.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-25.03	-1.46	0.00	0.00	0.00	36.69

Segment Leq : 36.69 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 36.40 + 0.00) = 36.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-25.22	-1.46	0.00	0.00	0.00	36.40

Segment Leq : 36.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.70 + 0.00) = 62.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.03	0.00	-17.91	-1.41	0.00	0.00	0.00	62.70

Segment Leq : 62.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	78.45	0.00	-18.56	-1.41	0.00	0.00	0.00	58.48

Segment Leq : 58.48 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 53.12 + 0.00) = 53.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-22.08	-1.46	0.00	0.00	0.00	53.12

Segment Leq : 53.12 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-22.50	-1.46	0.00	0.00	0.00	51.60

Segment Leq : 51.60 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 46.08 + 0.00) = 46.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-23.52	-1.45	0.00	0.00	0.00	46.08

Segment Leq : 46.08 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 42.38 + 0.00) = 42.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.67	0.00	-21.83	-1.46	0.00	0.00	0.00	42.38

Segment Leq : 42.38 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 40.52 + 0.00) = 40.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-24.16	-1.46	0.00	0.00	0.00	40.52

Segment Leq : 40.52 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.15 + 0.00) = 50.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-5.46	-1.46	0.00	0.00	0.00	50.15

Segment Leq : 50.15 dBA

Total Leq All Segments: 64.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 30.45 + 0.00) = 30.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-23.88	-1.33	0.00	0.00	0.00	30.45

Segment Leq : 30.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 31.57 + 0.00) = 31.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-24.11	-1.34	0.00	0.00	0.00	31.57

Segment Leq : 31.57 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.44 + 0.00) = 61.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.22	0.00	-16.52	-1.25	0.00	0.00	0.00	61.44

Segment Leq : 61.44 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.41 + 0.00) = 58.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.84	0.00	-17.17	-1.25	0.00	0.00	0.00	58.41

Segment Leq : 58.41 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.89 + 0.00) = 46.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-20.72	-1.31	0.00	0.00	0.00	46.89

Segment Leq : 46.89 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 45.96 + 0.00) = 45.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-21.19	-1.31	0.00	0.00	0.00	45.96

Segment Leq : 45.96 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 42.97 + 0.00) = 42.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-22.14	-1.29	0.00	0.00	0.00	42.97

Segment Leq : 42.97 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 36.26 + 0.00) = 36.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.25	0.00	-20.65	-1.33	0.00	0.00	0.00	36.26

Segment Leq : 36.26 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 34.97 + 0.00) = 34.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-23.02	-1.33	0.00	0.00	0.00	34.97

Segment Leq : 34.97 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 63.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.91
(NIGHT): 63.50

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-21.74	-1.46	0.00	0.00	0.00	39.98

Segment Leq : 39.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.51 + 0.00) = 39.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-22.11	-1.46	0.00	0.00	0.00	39.51

Segment Leq : 39.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.03	0.00	-11.38	-0.42	0.00	0.00	-16.07	54.16

Segment Leq : 54.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.45	0.00	-11.99	-0.42	0.00	0.00	-16.09	49.95

Segment Leq : 49.95 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-24.11	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 49.66 + 0.00) = 49.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-24.44	-1.46	0.00	0.00	0.00	49.66

Segment Leq : 49.66 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-17.56	-1.45	0.00	0.00	0.00	52.04

Segment Leq : 52.04 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-23.37	-1.46	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 45.32 + 0.00) = 45.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-19.35	-1.46	0.00	0.00	0.00	45.32

Segment Leq : 45.32 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 59.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 33.61 + 0.00) = 33.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-20.72	-1.33	0.00	0.00	0.00	33.61

Segment Leq : 33.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-21.12	-1.34	0.00	0.00	0.00	34.57

Segment Leq : 34.57 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.22	0.00	-10.58	-0.18	0.00	0.00	-15.93	52.52

Segment Leq : 52.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 49.58 + 0.00) = 49.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.84	0.00	-11.11	-0.18	0.00	0.00	-15.97	49.58

Segment Leq : 49.58 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.88	-1.31	0.00	0.00	0.00	44.73

Segment Leq : 44.73 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-23.23	-1.31	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-16.49	-1.29	0.00	0.00	0.00	48.61

Segment Leq : 48.61 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 32.69 + 0.00) = 32.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.32	0.00	-22.30	-1.33	0.00	0.00	0.00	32.69

Segment Leq : 32.69 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.58 + 0.00) = 39.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-18.41	-1.33	0.00	0.00	0.00	39.58

Segment Leq : 39.58 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 56.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.46
(NIGHT): 56.66

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 28589/2398 veh/TimePeriod *
Medium truck volume : 470/39 veh/TimePeriod *
Heavy truck volume : 1283/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32888
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 4.23
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25536/2486 veh/TimePeriod *
Medium truck volume : 402/39 veh/TimePeriod *
Heavy truck volume : 838/82 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29382
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.13
Day (16 hrs) % of Total Volume : 91.13

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 14484/1302 veh/TimePeriod *
Medium truck volume : 191/17 veh/TimePeriod *
Heavy truck volume : 96/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16099
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 91.75

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5018/422 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-21.74	-1.46	0.00	0.00	0.00	39.98

Segment Leq : 39.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.51 + 0.00) = 39.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-22.11	-1.46	0.00	0.00	0.00	39.51

Segment Leq : 39.51 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.03	0.00	-6.46	-0.42	0.00	0.00	-15.69	59.46

Segment Leq : 59.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 54.37 + 0.00) = 54.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.45	0.00	-7.82	-0.42	0.00	0.00	-15.84	54.37

Segment Leq : 54.37 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.43 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.66	0.00	-24.11	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.33 m

ROAD (0.00 + 49.66 + 0.00) = 49.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.55	0.00	-24.44	-1.46	0.00	0.00	0.00	49.66

Segment Leq : 49.66 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.67 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.05	0.00	-17.00	-1.45	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.73	0.00	-23.37	-1.46	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.13	0.00	-18.63	-1.46	0.00	0.00	0.00	46.04

Segment Leq : 46.04 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.07	0.00	-6.51	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 62.32 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.91 m

ROAD (0.00 + 33.61 + 0.00) = 33.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-20.72	-1.33	0.00	0.00	0.00	33.61

 Segment Leq : 33.61 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-21.12	-1.34	0.00	0.00	0.00	34.57

 Segment Leq : 34.57 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 57.57 + 0.00) = 57.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.22	0.00	-6.12	-0.18	0.00	0.00	-15.34	57.57

 Segment Leq : 57.57 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.84	0.00	-7.40	-0.18	0.00	0.00	-15.54	53.72

Segment Leq : 53.72 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 44.73 + 0.00) = 44.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.92	0.00	-22.88	-1.31	0.00	0.00	0.00	44.73

Segment Leq : 44.73 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.33 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.46	0.00	-23.23	-1.31	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.40	0.00	-15.95	-1.29	0.00	0.00	0.00	49.16

Segment Leq : 49.16 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.91 m

ROAD (0.00 + 32.56 + 0.00) = 32.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.32	0.00	-22.43	-1.33	0.00	0.00	0.00	32.56

Segment Leq : 32.56 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.32	0.00	-17.71	-1.33	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Total Leq All Segments: 60.05 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.32
(NIGHT): 60.05

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

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-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

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Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-17.91	-1.46	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-18.42	-1.46	0.00	0.00	0.00	43.20

Segment Leq : 43.20 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.73	!	2.73

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.45	0.00	-10.41	-0.26	0.00	0.00	-16.74	51.03

Segment Leq : 51.03 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.78	!	2.78

ROAD (0.00 + 55.32 + 0.00) = 55.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.03	0.00	-9.73	-0.26	0.00	0.00	-16.71	55.32

Segment Leq : 55.32 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.78	1.78

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-7.57	0.00	0.00	0.00	-15.61	47.86

Segment Leq : 47.86 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.04	1.04

ROAD (0.00 + 38.11 + 0.00) = 38.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-9.82	0.00	0.00	0.00	-18.20	38.11

Segment Leq : 38.11 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 58.84 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 37.55 + 0.00) = 37.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-16.78	-1.33	0.00	0.00	0.00	37.55

Segment Leq : 37.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 38.22 + 0.00) = 38.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-17.46	-1.34	0.00	0.00	0.00	38.22

Segment Leq : 38.22 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.90	2.90

ROAD (0.00 + 51.13 + 0.00) = 51.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-9.11	-0.01	0.00	0.00	-16.59	51.13

Segment Leq : 51.13 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.99	!	2.99

ROAD (0.00 + 54.27 + 0.00) = 54.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-8.41	-0.01	0.00	0.00	-16.52	54.27

Segment Leq : 54.27 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.87	!	1.87

ROAD (0.00 + 44.15 + 0.00) = 44.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-6.80	0.00	0.00	0.00	-15.44	44.15

Segment Leq : 44.15 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.10 !	1.10

ROAD (0.00 + 31.80 + 0.00) = 31.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-9.37	0.00	0.00	0.00	-18.15	31.80

Segment Leq : 31.80 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 57.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.84
(NIGHT): 57.14

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2899/999 veh/TimePeriod *
Medium truck volume : 401/138 veh/TimePeriod *
Heavy truck volume : 3715/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.71
Heavy Truck % of Total Volume : 52.96
Day (16 hrs) % of Total Volume : 74.38

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 5909/1546 veh/TimePeriod *
Medium truck volume : 898/235 veh/TimePeriod *
Heavy truck volume : 8497/2223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.87
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 79.26

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 13588/2329 veh/TimePeriod *
Medium truck volume : 271/46 veh/TimePeriod *
Heavy truck volume : 1184/203 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17621
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.87
Day (16 hrs) % of Total Volume : 85.37

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 15539/1614 veh/TimePeriod *
Medium truck volume : 230/24 veh/TimePeriod *
Heavy truck volume : 114/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17534
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 90.59

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

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-----
Car traffic volume : 5018/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.25

```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 43.81 + 0.00) = 43.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.18	0.00	-17.91	-1.46	0.00	0.00	0.00	43.81

Segment Leq : 43.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.20 + 0.00) = 43.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-18.42	-1.46	0.00	0.00	0.00	43.20

Segment Leq : 43.20 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 52.05 + 0.00) = 52.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.45	0.00	-9.44	-0.26	0.00	0.00	-16.70	52.05

Segment Leq : 52.05 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.89	!	2.89

ROAD (0.00 + 56.59 + 0.00) = 56.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.03	0.00	-8.53	-0.26	0.00	0.00	-16.65	56.59

Segment Leq : 56.59 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.67	1.50	1.81	1.81

ROAD (0.00 + 49.29 + 0.00) = 49.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.05	0.00	-6.22	0.00	0.00	0.00	-15.54	49.29

Segment Leq : 49.29 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.07	1.07

ROAD (0.00 + 38.99 + 0.00) = 38.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.13	0.00	-8.95	0.00	0.00	0.00	-18.19	38.99

Segment Leq : 38.99 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.07	0.00	-4.37	0.00	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 59.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 37.55 + 0.00) = 37.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.66	0.00	-16.78	-1.33	0.00	0.00	0.00	37.55

Segment Leq : 37.55 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 38.22 + 0.00) = 38.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.02	0.00	-17.46	-1.34	0.00	0.00	0.00	38.22

Segment Leq : 38.22 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.07	3.07

ROAD (0.00 + 52.49 + 0.00) = 52.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.84	0.00	-7.88	-0.01	0.00	0.00	-16.46	52.49

Segment Leq : 52.49 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.22	!	3.22

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.22	0.00	-6.98	-0.01	0.00	0.00	-16.33	55.89

Segment Leq : 55.89 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.98	!	1.98

ROAD (0.00 + 46.45 + 0.00) = 46.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.40	0.00	-4.85	0.00	0.00	0.00	-15.10	46.45

Segment Leq : 46.45 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	1.14	1.14

ROAD (0.00 + 32.85 + 0.00) = 32.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.32	0.00	-8.36	0.00	0.00	0.00	-18.11	32.85

Segment Leq : 32.85 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.28	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 58.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.73
(NIGHT): 58.48

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7865/708 veh/TimePeriod *
Medium truck volume : 116/10 veh/TimePeriod *
Heavy truck volume : 58/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8762
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9011/1107 veh/TimePeriod *
Medium truck volume : 79/10 veh/TimePeriod *
Heavy truck volume : 39/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10251
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.87
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 89.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4450/427 veh/TimePeriod *
Medium truck volume : 41/4 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.25
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.18 0.00 -13.97 -1.33 0.00 0.00 -5.01 42.87
-----
  
```

Segment Leq : 42.87 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.07	0.00	-14.91	-1.34	0.00	0.00	-5.01	41.82

Segment Leq : 41.82 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	3.13 !	3.13

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.25	0.00	-6.90	0.00	0.00	0.00	-17.81	57.54

Segment Leq : 57.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.75	!	2.75

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-7.81	0.00	0.00	0.00	-17.92	53.76

Segment Leq : 53.76 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	1.36	!	1.36

ROAD (0.00 + 49.96 + 0.00) = 49.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-3.01	0.00	0.00	0.00	-5.09	49.96

Segment Leq : 49.96 dBA

Total Leq All Segments: 59.73 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91 !	4.50 !	4.40 !	4.40

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	55.66	0.00	-13.01	-1.17	0.00	0.00	-0.07	41.42*
-90	90	0.59	55.66	0.00	-13.80	-1.33	0.00	0.00	0.00	40.53

* Bright Zone !

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82 !	4.50 !	4.41 !	4.41

ROAD (0.00 + 40.93 + 0.00) = 40.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.02	0.00	-13.91	-1.17	0.00	0.00	-0.07	41.87*
-90	90	0.59	57.02	0.00	-14.76	-1.34	0.00	0.00	0.00	40.93

* Bright Zone !

Segment Leq : 40.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	4.50 !	3.40 !	3.40

ROAD (0.00 + 53.94 + 0.00) = 53.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.30	0.00	-6.72	0.00	0.00	0.00	-17.64	53.94

Segment Leq : 53.94 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.05 !	4.50 !	2.96 !	2.96

ROAD (0.00 + 49.21 + 0.00) = 49.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-7.66	0.00	0.00	0.00	-17.80	49.21

Segment Leq : 49.21 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.82	!	4.50	!	5.73	!	5.73

ROAD (0.00 + 50.14 + 0.00) = 50.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.93	0.00	-0.79	0.00	0.00	0.00	99.00	149.14
-90	90	0.00	50.93	0.00	-0.79	0.00	0.00	0.00	0.00	50.14

* Bright Zone !

Segment Leq : 50.14 dBA

Total Leq All Segments: 56.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.73
(NIGHT): 56.61

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7395/627 veh/TimePeriod *
Medium truck volume : 31/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8072
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.41
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7587/838 veh/TimePeriod *
Medium truck volume : 91/10 veh/TimePeriod *
Heavy truck volume : 46/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8577
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.18
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 90.05

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20639/4161 veh/TimePeriod *
Medium truck volume : 1043/210 veh/TimePeriod *
Heavy truck volume : 8303/1674 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36031
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.69
Day (16 hrs) % of Total Volume : 83.22

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 18195/2999 veh/TimePeriod *
Medium truck volume : 644/106 veh/TimePeriod *
Heavy truck volume : 4068/671 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26683
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.81
Heavy Truck % of Total Volume : 17.76
Day (16 hrs) % of Total Volume : 85.85

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4450/427 veh/TimePeriod *
Medium truck volume : 41/4 veh/TimePeriod *
Heavy truck volume : 20/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4944
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.25
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.68 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.63 0.00 -7.97 0.00 0.00 0.00 -10.36 43.30
-----
  
```

Segment Leq : 43.30 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 43.86 + 0.00) = 43.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.73	0.00	-8.61	0.00	0.00	0.00	-10.25	43.86

Segment Leq : 43.86 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	3.47 !	3.47

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.25	0.00	-5.44	0.00	0.00	0.00	-17.69	59.12

Segment Leq : 59.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 54.91 + 0.00) = 54.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.49	0.00	-6.72	0.00	0.00	0.00	-17.86	54.91

Segment Leq : 54.91 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	-0.60	!	1.40

ROAD (0.00 + 41.38 + 0.00) = 41.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-6.09	0.00	0.00	0.00	-10.58	41.38

Segment Leq : 41.38 dBA

Total Leq All Segments: 60.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.63	!	4.50	!	2.24	!	4.24

ROAD (0.00 + 46.02 + 0.00) = 46.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.85	0.00	-7.83	0.00	0.00	0.00	-4.45	41.57*
-90	90	0.00	53.85	0.00	-7.83	0.00	0.00	0.00	0.00	46.02

* Bright Zone !

Segment Leq : 46.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	2.29	!	4.29

ROAD (0.00 + 47.66 + 0.00) = 47.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.15	0.00	-8.49	0.00	0.00	0.00	-4.30	43.36*
-90	90	0.00	56.15	0.00	-8.49	0.00	0.00	0.00	0.00	47.66

* Bright Zone !

Segment Leq : 47.66 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.87	!	3.87

ROAD (0.00 + 55.71 + 0.00) = 55.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.30	0.00	-5.19	0.00	0.00	0.00	-17.41	55.71

Segment Leq : 55.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.05 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.05	!	4.50	!	3.23	!	3.23

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.68	0.00	-6.53	0.00	0.00	0.00	-17.69	50.46

Segment Leq : 50.46 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.93	0.00	-6.30	0.00	0.00	0.00	-5.00	39.63

Segment Leq : 39.63 dBA

Total Leq All Segments: 57.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.74
(NIGHT): 57.72

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 74.00 / 71.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 93.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-17.95	-1.46	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 42.90 + 0.00) = 42.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-18.60	-1.46	0.00	0.00	0.00	42.90

Segment Leq : 42.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.10	3.10

ROAD (0.00 + 56.20 + 0.00) = 56.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.95	0.00	-7.24	0.00	0.00	0.00	-17.51	56.20

Segment Leq : 56.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.84	2.84

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.09	0.00	-8.17	0.00	0.00	0.00	-17.60	52.32

Segment Leq : 52.32 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-13.95	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-10.66	-1.46	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 59.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 35.88 + 0.00) = 35.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.37	0.00	-17.15	-1.34	0.00	0.00	0.00	35.88

Segment Leq : 35.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 36.93 + 0.00) = 36.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-17.69	-1.33	0.00	0.00	0.00	36.93

Segment Leq : 36.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.34	3.34

ROAD (0.00 + 51.63 + 0.00) = 51.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.04	0.00	-7.08	0.00	0.00	0.00	-17.33	51.63

Segment Leq : 51.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.04	3.04

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.73	0.00	-7.99	0.00	0.00	0.00	-17.47	47.27

Segment Leq : 47.27 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 44.19 + 0.00) = 44.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.63	0.00	-13.10	-1.34	0.00	0.00	0.00	44.19

Segment Leq : 44.19 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.75	0.00	-9.75	-1.33	0.00	0.00	0.00	50.68

Segment Leq : 50.68 dBA

Total Leq All Segments: 55.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.49
(NIGHT): 55.45

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7953/670 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.23

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7861/785 veh/TimePeriod *
Medium truck volume : 100/10 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.92

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 10869/1699 veh/TimePeriod *
Medium truck volume : 78/12 veh/TimePeriod *
Heavy truck volume : 38/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12703
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 86.48

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 11812/2780 veh/TimePeriod *
Medium truck volume : 87/20 veh/TimePeriod *
Heavy truck volume : 120/28 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14847
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 20654/1627 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 37.49 + 0.00) = 37.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.02	0.00	-23.07	-1.46	0.00	0.00	0.00	37.49

Segment Leq : 37.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 38.10 + 0.00) = 38.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.95	0.00	-23.40	-1.46	0.00	0.00	0.00	38.10

Segment Leq : 38.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.95	0.00	-13.79	-0.57	0.00	0.00	-15.19	51.41

Segment Leq : 51.41 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.42	!	2.42

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.09	0.00	-14.28	-0.58	0.00	0.00	-15.38	47.86

Segment Leq : 47.86 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.77 m

ROAD (0.00 + 41.53 + 0.00) = 41.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.68	0.00	-20.70	-1.46	0.00	0.00	0.00	41.53

Segment Leq : 41.53 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 46.85 + 0.00) = 46.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-16.73	-1.46	0.00	0.00	0.00	46.85

Segment Leq : 46.85 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.21	0.00	-4.96	0.00	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Total Leq All Segments: 59.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 30.95 + 0.00) = 30.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.37	0.00	-22.08	-1.34	0.00	0.00	0.00	30.95

Segment Leq : 30.95 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 32.33 + 0.00) = 32.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-22.30	-1.33	0.00	0.00	0.00	32.33

Segment Leq : 32.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 48.05 + 0.00) = 48.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.04	0.00	-12.62	-0.34	0.00	0.00	-15.03	48.05

Segment Leq : 48.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.50	2.50

ROAD (0.00 + 44.06 + 0.00) = 44.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.73	0.00	-13.09	-0.35	0.00	0.00	-15.24	44.06

Segment Leq : 44.06 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.77 m

ROAD (0.00 + 37.57 + 0.00) = 37.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.63	0.00	-19.72	-1.34	0.00	0.00	0.00	37.57

Segment Leq : 37.57 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 44.82 + 0.00) = 44.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.75	0.00	-15.61	-1.33	0.00	0.00	0.00	44.82

Segment Leq : 44.82 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.18	0.00	-2.22	0.00	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Total Leq All Segments: 55.14 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.74
(NIGHT): 55.14

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 212.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 20654/1627 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.70

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.29	0.00	-23.30	-1.46	0.00	0.00	0.00	40.53

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 38.97 + 0.00) = 38.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-23.65	-1.46	0.00	0.00	0.00	38.97

Segment Leq : 38.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.55	2.55

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.95	0.00	-14.09	-0.57	0.00	0.00	-15.20	51.10

Segment Leq : 51.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.42	2.42

ROAD (0.00 + 47.60 + 0.00) = 47.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.09	0.00	-14.53	-0.58	0.00	0.00	-15.39	47.60

Segment Leq : 47.60 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.05 + 0.00) = 55.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.21	0.00	-6.70	-1.46	0.00	0.00	0.00	55.05

Segment Leq : 55.05 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 39.17 + 0.00) = 39.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.67	0.00	-21.04	-1.46	0.00	0.00	0.00	39.17

Segment Leq : 39.17 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.61 m

ROAD (0.00 + 43.03 + 0.00) = 43.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.73	0.00	-16.25	-1.46	0.00	0.00	0.00	43.03

Segment Leq : 43.03 dBA

Total Leq All Segments: 57.43 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 33.80 + 0.00) = 33.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.15	0.00	-22.02	-1.33	0.00	0.00	0.00	33.80

Segment Leq : 33.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 33.14 + 0.00) = 33.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.81	0.00	-22.33	-1.34	0.00	0.00	0.00	33.14

Segment Leq : 33.14 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 47.99 + 0.00) = 47.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.04	0.00	-12.67	-0.34	0.00	0.00	-15.03	47.99

Segment Leq : 47.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.50	2.50

ROAD (0.00 + 44.01 + 0.00) = 44.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.73	0.00	-13.13	-0.35	0.00	0.00	-15.24	44.01

Segment Leq : 44.01 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.18	0.00	-4.08	-1.35	0.00	0.00	0.00	49.75

Segment Leq : 49.75 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.77 m

ROAD (0.00 + 35.77 + 0.00) = 35.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.90	0.00	-19.80	-1.34	0.00	0.00	0.00	35.77

Segment Leq : 35.77 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 42.03 + 0.00) = 42.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	58.23	0.00	-14.85	-1.35	0.00	0.00	0.00	42.03

Segment Leq : 42.03 dBA

Total Leq All Segments: 53.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.43
(NIGHT): 53.15

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1034 veh/TimePeriod *
Medium truck volume : 103/8 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.76
Day (16 hrs) % of Total Volume : 92.88

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11537/1099 veh/TimePeriod *
Medium truck volume : 95/9 veh/TimePeriod *
Heavy truck volume : 47/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12791
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.30

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10279/1658 veh/TimePeriod *
Medium truck volume : 757/122 veh/TimePeriod *
Heavy truck volume : 6374/1028 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.35
Heavy Truck % of Total Volume : 36.61
Day (16 hrs) % of Total Volume : 86.11

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8224/1197 veh/TimePeriod *
Medium truck volume : 474/69 veh/TimePeriod *
Heavy truck volume : 3147/458 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13570
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.00
Heavy Truck % of Total Volume : 26.57
Day (16 hrs) % of Total Volume : 87.29

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 199.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6754/1130 veh/TimePeriod *
Medium truck volume : 51/9 veh/TimePeriod *
Heavy truck volume : 25/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7973
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 85.67

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6291/1750 veh/TimePeriod *
Medium truck volume : 19/5 veh/TimePeriod *
Heavy truck volume : 9/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.93 m

ROAD (0.00 + 42.92 + 0.00) = 42.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.29	0.00	-20.92	-1.46	0.00	0.00	0.00	42.92

Segment Leq : 42.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-21.23	-1.46	0.00	0.00	0.00	41.40

Segment Leq : 41.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.58	2.58

ROAD (0.00 + 51.94 + 0.00) = 51.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.95	0.00	-13.28	-0.57	0.00	0.00	-15.17	51.94

Segment Leq : 51.94 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.44	2.44

ROAD (0.00 + 48.34 + 0.00) = 48.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	78.09	0.00	-13.81	-0.58	0.00	0.00	-15.37	48.34

Segment Leq : 48.34 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	1.50	0.80	0.80

ROAD (0.00 + 31.71 + 0.00) = 31.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	61.67	0.00	-18.21	-1.29	0.00	0.00	-10.46	31.71

Segment Leq : 31.71 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.61	1.50	0.65	0.65

ROAD (0.00 + 32.25 + 0.00) = 32.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	60.73	0.00	-16.10	-1.30	0.00	0.00	-11.09	32.25

Segment Leq : 32.25 dBA

Total Leq All Segments: 54.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 35.93 + 0.00) = 35.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.15	0.00	-19.90	-1.33	0.00	0.00	0.00	35.93

Segment Leq : 35.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 35.21 + 0.00) = 35.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.81	0.00	-20.26	-1.34	0.00	0.00	0.00	35.21

Segment Leq : 35.21 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 48.54 + 0.00) = 48.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.04	0.00	-12.16	-0.34	0.00	0.00	-14.99	48.54

Segment Leq : 48.54 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.52	2.52

ROAD (0.00 + 44.51 + 0.00) = 44.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	72.73	0.00	-12.66	-0.35	0.00	0.00	-15.21	44.51

Segment Leq : 44.51 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	4.50	!	0.82	!	0.82

ROAD (0.00 + 28.34 + 0.00) = 28.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.90	0.00	-17.07	-1.12	0.00	0.00	-10.36	28.34

Segment Leq : 28.34 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.64 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.64	!	4.50	!	0.71	!	0.71

ROAD (0.00 + 31.39 + 0.00) = 31.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	58.23	0.00	-14.92	-1.13	0.00	0.00	-10.80	31.39

Segment Leq : 31.39 dBA

Total Leq All Segments: 50.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.17
(NIGHT): 50.37

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7216/681 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7897
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6219/632 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6864
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 110.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 131.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.44 + 0.00) = 42.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.87	0.00	-16.97	-1.46	0.00	0.00	0.00	42.44

Segment Leq : 42.44 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.26 + 0.00) = 41.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.43	0.00	-17.71	-1.46	0.00	0.00	0.00	41.26

Segment Leq : 41.26 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.65	2.65

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-10.76	-0.57	0.00	0.00	-15.09	55.27

Segment Leq : 55.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.47	2.47

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-11.57	-0.58	0.00	0.00	-15.34	52.20

Segment Leq : 52.20 dBA

Total Leq All Segments: 57.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.78 + 0.00) = 35.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.63	0.00	-16.49	-1.35	0.00	0.00	0.00	35.78

Segment Leq : 35.78 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.85 + 0.00) = 34.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.40	0.00	-17.19	-1.35	0.00	0.00	0.00	34.85

Segment Leq : 34.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	10.50	10.50

ROAD (0.00 + 62.64 + 0.00) = 62.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-10.09	-0.35	0.00	0.00	-0.16	67.16*
-90	90	0.54	77.76	0.00	-13.86	-1.26	0.00	0.00	0.00	62.64

* Bright Zone !

Segment Leq : 62.64 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.21 ! 4.50 ! 2.59 ! 2.59

ROAD (0.00 + 48.94 + 0.00) = 48.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-10.82	-0.36	0.00	0.00	-15.11	48.94

Segment Leq : 48.94 dBA

Total Leq All Segments: 62.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.27
(NIGHT): 62.84

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 188.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 14141/991   veh/TimePeriod  *
Medium truck volume :    21/1     veh/TimePeriod  *
Heavy truck volume  :    11/1     veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.15
Heavy Truck % of Total Volume    : 0.08
Day (16 hrs) % of Total Volume   : 93.45
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height  :  1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-19.88	-1.46	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.27 + 0.00) = 40.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-20.35	-1.46	0.00	0.00	0.00	40.27

Segment Leq : 40.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.53	2.53

ROAD (0.00 + 52.41 + 0.00) = 52.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-13.49	-0.57	0.00	0.00	-15.24	52.41

Segment Leq : 52.41 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.38	2.38

ROAD (0.00 + 49.65 + 0.00) = 49.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-14.00	-0.58	0.00	0.00	-15.45	49.65

Segment Leq : 49.65 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.53 m

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.86	0.00	-5.68	-1.46	0.00	0.00	0.00	54.72

Segment Leq : 54.72 dBA

Total Leq All Segments: 57.65 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.50 m

ROAD (0.00 + 31.54 + 0.00) = 31.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-18.96	-1.35	0.00	0.00	0.00	31.54

 Segment Leq : 31.54 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.50 m

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-19.42	-1.35	0.00	0.00	0.00	35.30

 Segment Leq : 35.30 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.63	2.63

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-12.31	-0.35	0.00	0.00	-15.06	50.05

 Segment Leq : 50.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.46 !	2.46

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-12.83	-0.36	0.00	0.00	-15.29	46.75

Segment Leq : 46.75 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.56 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.36	0.00	-2.34	-1.35	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Total Leq All Segments: 53.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.65
(NIGHT): 53.91

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6564/452 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7016
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9243/1185 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.64

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 14141/991   veh/TimePeriod *
Medium truck volume :    21/1     veh/TimePeriod *
Heavy truck volume  :    11/1     veh/TimePeriod *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.15
Heavy Truck % of Total Volume     : 0.08
Day (16 hrs) % of Total Volume    : 93.45

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.61 + 0.00) = 39.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.46	0.00	-19.39	-1.46	0.00	0.00	0.00	39.61

Segment Leq : 39.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.72 + 0.00) = 40.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.08	0.00	-19.90	-1.46	0.00	0.00	0.00	40.72

Segment Leq : 40.72 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.55	2.55

ROAD (0.00 + 52.88 + 0.00) = 52.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.70	0.00	-13.03	-0.57	0.00	0.00	-15.22	52.88

Segment Leq : 52.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.39	2.39

ROAD (0.00 + 50.08 + 0.00) = 50.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.69	0.00	-13.59	-0.58	0.00	0.00	-15.43	50.08

Segment Leq : 50.08 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.53 m

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.86	0.00	-5.68	-1.46	0.00	0.00	0.00	54.72

Segment Leq : 54.72 dBA

Total Leq All Segments: 57.88 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.85	0.00	-18.47	-1.35	0.00	0.00	0.00	32.02

Segment Leq : 32.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.76 + 0.00) = 35.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.08	0.00	-18.97	-1.35	0.00	0.00	0.00	35.76

Segment Leq : 35.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.65	2.65

ROAD (0.00 + 50.49 + 0.00) = 50.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.76	0.00	-11.90	-0.35	0.00	0.00	-15.03	50.49

Segment Leq : 50.49 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.21	!	4.50	!	2.48	!	2.48

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.23	0.00	-12.43	-0.36	0.00	0.00	-15.26	47.18

Segment Leq : 47.18 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.56 m

ROAD (0.00 + 49.67 + 0.00) = 49.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.36	0.00	-2.34	-1.35	0.00	0.00	0.00	49.67

Segment Leq : 49.67 dBA

Total Leq All Segments: 54.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.88
(NIGHT): 54.19

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 14141/991   veh/TimePeriod  *
Medium truck volume :    21/1     veh/TimePeriod  *
Heavy truck volume  :    11/1     veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.15
Heavy Truck % of Total Volume     : 0.08
Day (16 hrs) % of Total Volume    : 93.45

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-8.94	0.00	0.00	0.00	0.00	50.96

Segment Leq : 50.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 53.04 + 0.00) = 53.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-9.49	0.00	0.00	0.00	0.00	53.04

Segment Leq : 53.04 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.81	2.81

ROAD (0.00 + 59.85 + 0.00) = 59.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-6.96	0.00	0.00	0.00	-14.90	59.85

Segment Leq : 59.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.59	2.59

ROAD (0.00 + 56.59 + 0.00) = 56.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-7.90	0.00	0.00	0.00	-15.20	56.59

Segment Leq : 56.59 dBA

Results segment # 5: Cousineau (day)

Source height = 0.53 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.86	0.00	-4.37	0.00	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 63.63 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.19 + 0.00) = 43.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-8.83	0.00	0.00	0.00	0.00	43.19

Segment Leq : 43.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-9.40	0.00	0.00	0.00	0.00	45.94

Segment Leq : 45.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.06	3.06

ROAD (0.00 + 56.58 + 0.00) = 56.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-6.78	0.00	0.00	0.00	-14.40	56.58

Segment Leq : 56.58 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	2.79 !	2.79

ROAD (0.00 + 52.65 + 0.00) = 52.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-7.76	0.00	0.00	0.00	-14.82	52.65

Segment Leq : 52.65 dBA

Results segment # 5: Cousineau (night)

Source height = 0.56 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.36	0.00	-3.68	0.00	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Total Leq All Segments: 58.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.63
(NIGHT): 58.99

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 14141/991   veh/TimePeriod  *
Medium truck volume :    21/1     veh/TimePeriod  *
Heavy truck volume  :    11/1     veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15167
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.15
Heavy Truck % of Total Volume    : 0.08
Day (16 hrs) % of Total Volume   : 93.45
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography      : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.16	0.00	0.00	0.00	0.00	52.74

Segment Leq : 52.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 54.56 + 0.00) = 54.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-7.97	0.00	0.00	0.00	0.00	54.56

Segment Leq : 54.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	3.31	3.31

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.70	0.00	-3.74	0.00	0.00	0.00	-14.23	63.73

Segment Leq : 63.73 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.86	2.86

ROAD (0.00 + 59.30 + 0.00) = 59.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.69	0.00	-5.52	0.00	0.00	0.00	-14.86	59.30

Segment Leq : 59.30 dBA

Results segment # 5: Cousineau (day)

Source height = 0.53 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.86	0.00	-4.37	0.00	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 66.28 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.03 + 0.00) = 45.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.02	0.00	-6.99	0.00	0.00	0.00	0.00	45.03

Segment Leq : 45.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 47.50 + 0.00) = 47.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.33	0.00	-7.83	0.00	0.00	0.00	0.00	47.50

Segment Leq : 47.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.91	3.91

ROAD (0.00 + 61.52 + 0.00) = 61.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-3.36	0.00	0.00	0.00	-12.89	61.52

Segment Leq : 61.52 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.21 !	4.50 !	3.23 !	3.23

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.23	0.00	-5.27	0.00	0.00	0.00	-14.12	55.84

Segment Leq : 55.84 dBA

Results segment # 5: Cousineau (night)

Source height = 0.56 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.36	0.00	-3.68	0.00	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Total Leq All Segments: 62.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.28
(NIGHT): 62.97

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 108.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-15.97	-1.46	0.00	0.00	0.00	42.47

Segment Leq : 42.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-16.77	-1.46	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.66	2.66

ROAD (0.00 + 57.32 + 0.00) = 57.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.70	0.00	-10.19	-0.71	0.00	0.00	-13.48	57.32

Segment Leq : 57.32 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.47	2.47

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.69	0.00	-11.24	-0.72	0.00	0.00	-13.80	53.93

Segment Leq : 53.93 dBA

Total Leq All Segments: 59.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.07 + 0.00) = 35.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-15.59	-1.35	0.00	0.00	0.00	35.07

Segment Leq : 35.07 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-16.32	-1.35	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	10.00	10.00

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.76	0.00	-9.68	-0.50	0.00	0.00	-0.07	67.52*
-90	90	0.54	77.76	0.00	-12.62	-1.26	0.00	0.00	0.00	63.88

* Bright Zone !

Segment Leq : 63.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.21 ! 4.50 ! 2.61 ! 2.61

ROAD (0.00 + 50.64 + 0.00) = 50.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.23	0.00	-10.58	-0.51	0.00	0.00	-13.50	50.64

Segment Leq : 50.64 dBA

Total Leq All Segments: 64.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.20
(NIGHT): 64.10

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15700/3168 veh/TimePeriod *
Medium truck volume : 904/182 veh/TimePeriod *
Heavy truck volume : 7435/1500 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28889
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 30.93
Day (16 hrs) % of Total Volume : 83.21

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 44.00 / 47.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-11.60	-1.46	0.00	0.00	0.00	46.84

Segment Leq : 46.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 48.32 + 0.00) = 48.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-12.76	-1.46	0.00	0.00	0.00	48.32

Segment Leq : 48.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	3.26	3.26

ROAD (0.00 + 64.36 + 0.00) = 64.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.70	0.00	-4.11	-0.71	0.00	0.00	-12.53	64.36

Segment Leq : 64.36 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.80	2.80

ROAD (0.00 + 59.02 + 0.00) = 59.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.69	0.00	-6.63	-0.72	0.00	0.00	-13.31	59.02

Segment Leq : 59.02 dBA

Total Leq All Segments: 65.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.21 + 0.00) = 39.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-11.46	-1.35	0.00	0.00	0.00	39.21

Segment Leq : 39.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 41.40 + 0.00) = 41.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-12.59	-1.35	0.00	0.00	0.00	41.40

Segment Leq : 41.40 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.66	3.66

ROAD (0.00 + 61.62 + 0.00) = 61.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.76	0.00	-4.28	-0.50	0.00	0.00	-11.36	61.62

Segment Leq : 61.62 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.21 ! 4.50 ! 3.08 ! 3.08

ROAD (0.00 + 55.65 + 0.00) = 55.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.23	0.00	-6.47	-0.51	0.00	0.00	-12.61	55.65

Segment Leq : 55.65 dBA

Total Leq All Segments: 62.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.61
(NIGHT): 62.65

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5692/470 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.37

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9519/919 veh/TimePeriod *
Medium truck volume : 28/3 veh/TimePeriod *
Heavy truck volume : 14/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 91.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13493/2419 veh/TimePeriod *
Medium truck volume : 664/119 veh/TimePeriod *
Heavy truck volume : 4483/804 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21980
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.56
Heavy Truck % of Total Volume : 24.05
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 27708/1980 veh/TimePeriod *
Medium truck volume : 370/26 veh/TimePeriod *
Heavy truck volume : 184/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 93.33

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 2952/458 veh/TimePeriod *
Medium truck volume : 23/4 veh/TimePeriod *
Heavy truck volume : 18/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3457
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.76
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 86.57
    
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.24 + 0.00) = 39.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-19.20	-1.46	0.00	0.00	0.00	39.24

Segment Leq : 39.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.62 m

ROAD (0.00 + 41.39 + 0.00) = 41.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-19.68	-1.46	0.00	0.00	0.00	41.39

Segment Leq : 41.39 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 55.52 + 0.00) = 55.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.54	0.00	-11.79	-0.71	0.00	0.00	-13.52	55.52

Segment Leq : 55.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	1.50	2.42	2.42

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.69	0.00	-12.58	-0.72	0.00	0.00	-13.87	52.51

Segment Leq : 52.51 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 57.80 + 0.00) = 57.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.49	0.00	-9.23	-1.46	0.00	0.00	0.00	57.80

Segment Leq : 57.80 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.88 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.46	0.00	-9.85	-1.46	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 60.83 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.06 + 0.00) = 32.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.02	0.00	-18.60	-1.35	0.00	0.00	0.00	32.06

Segment Leq : 32.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.57 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.33	0.00	-19.03	-1.35	0.00	0.00	0.00	34.95

Segment Leq : 34.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 52.91 + 0.00) = 52.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.72	0.00	-11.07	-0.50	0.00	0.00	-13.25	52.91

Segment Leq : 52.91 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.21	4.50	2.52	2.52

ROAD (0.00 + 49.28 + 0.00) = 49.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.23	0.00	-11.80	-0.51	0.00	0.00	-13.64	49.28

Segment Leq : 49.28 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 49.48 + 0.00) = 49.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.02	0.00	-9.21	-1.33	0.00	0.00	0.00	49.48

Segment Leq : 49.48 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.90 m

ROAD (0.00 + 42.39 + 0.00) = 42.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.49	0.00	-9.77	-1.33	0.00	0.00	0.00	42.39

Segment Leq : 42.39 dBA

Total Leq All Segments: 55.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.83
(NIGHT): 55.92

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13435/1149 veh/TimePeriod *
Medium truck volume : 194/17 veh/TimePeriod *
Heavy truck volume : 96/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14899
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.41
Heavy Truck % of Total Volume : 0.70
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14836/1267 veh/TimePeriod *
Medium truck volume : 197/17 veh/TimePeriod *
Heavy truck volume : 98/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 92.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12893/2676 veh/TimePeriod *
Medium truck volume : 864/179 veh/TimePeriod *
Heavy truck volume : 7256/1506 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.11
Heavy Truck % of Total Volume : 34.53
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6149/1144 veh/TimePeriod *
Medium truck volume : 464/86 veh/TimePeriod *
Heavy truck volume : 3568/664 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12076
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.56
Heavy Truck % of Total Volume : 35.04
Day (16 hrs) % of Total Volume : 84.31

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8404/1150 veh/TimePeriod *
Medium truck volume : 114/16 veh/TimePeriod *
Heavy truck volume : 57/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9748
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 87.96

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 27708/1980 veh/TimePeriod *
Medium truck volume : 370/26 veh/TimePeriod *
Heavy truck volume : 184/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30282
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 93.33

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9813/1845 veh/TimePeriod *
Medium truck volume : 176/33 veh/TimePeriod *
Heavy truck volume : 587/110 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12564
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.66
Heavy Truck % of Total Volume : 5.55
Day (16 hrs) % of Total Volume : 84.17
  
```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.46	0.00	-12.15	0.00	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.77	0.00	-12.44	0.00	0.00	0.00	0.00	53.33

Segment Leq : 53.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.54	0.00	-8.22	0.00	0.00	0.00	-8.78	64.54

Segment Leq : 64.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 60.68 + 0.00) = 60.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.47	0.00	-8.94	0.00	0.00	0.00	-8.85	60.68

Segment Leq : 60.68 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.96	0.96

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.34	0.00	-9.60	0.00	0.00	0.00	-15.47	38.27

Segment Leq : 38.27 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 59.42 + 0.00) = 59.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.49	0.00	-9.07	0.00	0.00	0.00	0.00	59.42

Segment Leq : 59.42 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.53 m

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.41	0.00	-12.27	0.00	0.00	0.00	0.00	56.14

Segment Leq : 56.14 dBA

Total Leq All Segments: 67.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.78	0.00	-11.80	0.00	0.00	0.00	0.00	45.98

Segment Leq : 45.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 45.95 + 0.00) = 45.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.06	0.00	-12.11	0.00	0.00	0.00	0.00	45.95

Segment Leq : 45.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 62.39 + 0.00) = 62.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.72	0.00	-7.35	0.00	0.00	0.00	-7.98	62.39

Segment Leq : 62.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.73 !	2.73

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.17	0.00	-8.26	0.00	0.00	0.00	-8.22	57.69

Segment Leq : 57.69 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	1.02 !	1.02

ROAD (0.00 + 33.49 + 0.00) = 33.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.75	0.00	-8.99	0.00	0.00	0.00	-15.27	33.49

Segment Leq : 33.49 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.02	0.00	-8.99	0.00	0.00	0.00	0.00	51.03

Segment Leq : 51.03 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.53 m

ROAD (0.00 + 52.22 + 0.00) = 52.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.15	0.00	-11.93	0.00	0.00	0.00	0.00	52.22

Segment Leq : 52.22 dBA

Total Leq All Segments: 64.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.59
(NIGHT): 64.31

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14703/3035 veh/TimePeriod *
Medium truck volume : 724/149 veh/TimePeriod *
Heavy truck volume : 5022/1037 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24670
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.54
Heavy Truck % of Total Volume : 24.56
Day (16 hrs) % of Total Volume : 82.89

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13457/2904 veh/TimePeriod *
Medium truck volume : 941/203 veh/TimePeriod *
Heavy truck volume : 7845/1693 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27043
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.23
Heavy Truck % of Total Volume : 35.27
Day (16 hrs) % of Total Volume : 82.25

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.23 m

ROAD (0.00 + 63.83 + 0.00) = 63.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.16	0.00	-14.91	-1.42	0.00	0.00	0.00	63.83

Segment Leq : 63.83 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 66.53 + 0.00) = 66.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.87	0.00	-13.93	-1.41	0.00	0.00	0.00	66.53

Segment Leq : 66.53 dBA

Total Leq All Segments: 68.40 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.23 m

ROAD (0.00 + 60.80 + 0.00) = 60.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.32	0.00	-14.26	-1.26	0.00	0.00	0.00	60.80

Segment Leq : 60.80 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 63.62 + 0.00) = 63.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.22	0.00	-13.35	-1.25	0.00	0.00	0.00	63.62

Segment Leq : 63.62 dBA

Total Leq All Segments: 65.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.40
(NIGHT): 65.45

**APPENDIX B.5.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 2B 2035**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 139.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 134.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 110.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 161.80 / 155.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 154.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.80 / 98.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 107.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```

-----
Car traffic volume : 5556/675   veh/TimePeriod  *
Medium truck volume : 0/0       veh/TimePeriod  *
Heavy truck volume  : 0/0       veh/TimePeriod  *
Posted speed limit  : 50 km/h
Road gradient       : 0 %
Road pavement      : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6231
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 89.17
  
```

Data for Segment # 7: Labelle (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0          (No woods.)
No of house rows : 0 / 0
Surface         : 1          (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 2          (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg  Angle2 : 90.00 deg
Barrier height   : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle  : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      0.92 !      1.50 !     -0.54 !      1.46
  
```

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
    -90    90   0.53  63.63   0.00  -9.22  -1.23   0.00   0.00 -13.80  39.37
-----
  
```

Segment Leq : 39.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 56.55 + 0.00) = 56.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-9.68	0.00	0.00	0.00	-16.75	56.55

Segment Leq : 56.55 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.77	!	2.77

ROAD (0.00 + 53.58 + 0.00) = 53.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-9.05	0.00	0.00	0.00	-16.72	53.58

Segment Leq : 53.58 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	1.50	!	1.73	!	1.73

ROAD (0.00 + 45.37 + 0.00) = 45.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-10.33	0.00	0.00	0.00	-15.70	45.37

Segment Leq : 45.37 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.08 !	1.08

ROAD (0.00 + 39.60 + 0.00) = 39.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-8.61	0.00	0.00	0.00	-18.18	39.60

Segment Leq : 39.60 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.51	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.02

Segment Leq : 32.02 dBA

Total Leq All Segments: 58.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	2.44	4.44

ROAD (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.72*
-90	90	0.59	56.14	0.00	-9.20	-1.33	0.00	0.00	0.00	45.61

* Bright Zone !

Segment Leq : 45.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.42	4.42

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-6.75	-1.07	0.00	0.00	-5.00	44.25

Segment Leq : 44.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.86 ! 2.86

ROAD (0.00 + 54.26 + 0.00) = 54.26 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 80.38 0.00 -9.49 0.00 0.00 0.00 -16.62 54.26
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 54.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
2.40 ! 4.50 ! 2.93 ! 2.93

ROAD (0.00 + 52.59 + 0.00) = 52.59 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 78.02 0.00 -8.86 0.00 0.00 0.00 -16.57 52.59
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 52.59 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.77 !	1.77

ROAD (0.00 + 40.92 + 0.00) = 40.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-10.16	0.00	0.00	0.00	-15.59	40.92

Segment Leq : 40.92 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.15 !	1.15

ROAD (0.00 + 33.42 + 0.00) = 33.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-8.19	0.00	0.00	0.00	-18.11	33.42

Segment Leq : 33.42 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 34.33 + 0.00) = 34.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.36	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.33

Segment Leq : 34.33 dBA

Total Leq All Segments: 57.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.72
(NIGHT): 57.23

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 47.00 / 45.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 115.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 97.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 142.80 / 136.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 141.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 89.80 / 81.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 88.00 / 80.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Labelle (day/night)

```
-----
Car traffic volume : 5556/675   veh/TimePeriod *
Medium truck volume : 0/0       veh/TimePeriod *
Heavy truck volume  : 0/0       veh/TimePeriod *
Posted speed limit  : 50 km/h
Road gradient       : 0 %
Road pavement       : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6231
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 89.17
```

Data for Segment # 7: Labelle (day/night)

```
-----
Angle1   Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0           (No woods.)
No of house rows : 0 / 0
Surface         : 1           (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height  : 1.50 / 4.50 m
Topography      : 2           (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : 90.00 deg
Barrier height   : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle  : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
```

ROAD (0.00 + 39.37 + 0.00) = 39.37 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90    90    0.53 63.63 0.00 -9.22 -1.23 0.00 0.00 -13.80 39.37
-----
```

Segment Leq : 39.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-7.61	-1.24	0.00	0.00	-13.93	40.46

Segment Leq : 40.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-9.05	0.00	0.00	0.00	-16.72	57.21

Segment Leq : 57.21 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.83	2.83

ROAD (0.00 + 54.32 + 0.00) = 54.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-8.35	0.00	0.00	0.00	-16.68	54.32

Segment Leq : 54.32 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.74	1.74

ROAD (0.00 + 45.93 + 0.00) = 45.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-9.79	0.00	0.00	0.00	-15.68	45.93

Segment Leq : 45.93 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	1.50 !	1.12 !	1.12

ROAD (0.00 + 40.45 + 0.00) = 40.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-7.77	0.00	0.00	0.00	-18.16	40.45

Segment Leq : 40.45 dBA

Results segment # 7: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.02 + 0.00) = 32.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.51	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.02

Segment Leq : 32.02 dBA

Total Leq All Segments: 59.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	2.44	4.44

ROAD (0.00 + 45.61 + 0.00) = 45.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-8.36	-1.06	0.00	0.00	-5.00	41.72*
-90	90	0.59	56.14	0.00	-9.20	-1.33	0.00	0.00	0.00	45.61

* Bright Zone !

Segment Leq : 45.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.34	4.34

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-6.89	-1.07	0.00	0.00	-5.08	44.03

Segment Leq : 44.03 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.92	!	2.92

ROAD (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.90	0.00	0.00	0.00	-16.57	54.90

Segment Leq : 54.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.02	!	3.02

ROAD (0.00 + 53.35 + 0.00) = 53.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-8.17	0.00	0.00	0.00	-16.50	53.35

Segment Leq : 53.35 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.78 !	1.78

ROAD (0.00 + 41.52 + 0.00) = 41.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-9.60	0.00	0.00	0.00	-15.56	41.52

Segment Leq : 41.52 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.20 !	1.20

ROAD (0.00 + 34.28 + 0.00) = 34.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-7.37	0.00	0.00	0.00	-18.07	34.28

Segment Leq : 34.28 dBA

Results segment # 7: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 34.33 + 0.00) = 34.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	51.36	0.00	-10.49	-1.09	0.00	0.00	-5.45	34.33

Segment Leq : 34.33 dBA

Total Leq All Segments: 57.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.39
(NIGHT): 57.83

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.50 / 110.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 108.00 / 105.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 95.50 / 92.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 90.00 / 87.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 120.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 119.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.96 -1.23 0.00 0.00 -13.21 39.23
-----
  
```

Segment Leq : 39.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.49 + 0.00) = 40.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-8.16	-1.24	0.00	0.00	-13.35	40.49

Segment Leq : 40.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.79 !	2.79

ROAD (0.00 + 57.48 + 0.00) = 57.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-8.79	0.00	0.00	0.00	-16.71	57.48

Segment Leq : 57.48 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.59 !	2.59

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-8.04	0.00	0.00	0.00	-16.83	55.34

Segment Leq : 55.34 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	1.50 !	1.75 !	1.75

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-9.06	0.00	0.00	0.00	-15.66	46.67

Segment Leq : 46.67 dBA

Total Leq All Segments: 59.86 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-9.08	-1.06	0.00	0.00	-5.01	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.64 + 0.00) = 43.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.64

Segment Leq : 43.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.95	!	2.95

ROAD (0.00 + 55.15 + 0.00) = 55.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.67	0.00	0.00	0.00	-16.55	55.15

Segment Leq : 55.15 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.11	!	4.50	!	2.78	!	2.78

ROAD (0.00 + 51.21 + 0.00) = 51.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.90	0.00	0.00	0.00	-16.64	51.21

Segment Leq : 51.21 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.17 + 0.00) = 42.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-8.99	0.00	0.00	0.00	-15.53	42.17

Segment Leq : 42.17 dBA

Total Leq All Segments: 57.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.86
(NIGHT): 57.09

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 67.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 48.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 107.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 105.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55
  
```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 117.00 / 114.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! -0.54 ! 1.46
  
```

ROAD (0.00 + 39.23 + 0.00) = 39.23 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.63 0.00 -9.96 -1.23 0.00 0.00 -13.21 39.23
-----
  
```

Segment Leq : 39.23 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 40.49 + 0.00) = 40.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.24	0.00	-8.16	-1.24	0.00	0.00	-13.35	40.49

Segment Leq : 40.49 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.80 !	2.80

ROAD (0.00 + 57.61 + 0.00) = 57.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.98	0.00	-8.67	0.00	0.00	0.00	-16.70	57.61

Segment Leq : 57.61 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.60 !	2.60

ROAD (0.00 + 55.49 + 0.00) = 55.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-7.90	0.00	0.00	0.00	-16.82	55.49

Segment Leq : 55.49 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	1.50 !	1.75 !	1.75

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-8.99	0.00	0.00	0.00	-15.66	46.75

Segment Leq : 46.75 dBA

Total Leq All Segments: 59.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.93 !	4.50 !	2.39 !	4.39

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.14	0.00	-9.08	-1.06	0.00	0.00	-5.01	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.35 !	4.35

ROAD (0.00 + 43.64 + 0.00) = 43.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.07	0.00	-7.30	-1.07	0.00	0.00	-5.06	43.64

Segment Leq : 43.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.97 !	2.97

ROAD (0.00 + 55.29 + 0.00) = 55.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.55	0.00	0.00	0.00	-16.54	55.29

Segment Leq : 55.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	4.50 !	2.81 !	2.81

ROAD (0.00 + 51.37 + 0.00) = 51.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.76	0.00	0.00	0.00	-16.63	51.37

Segment Leq : 51.37 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 1.68 ! 4.50 ! 1.80 ! 1.80

ROAD (0.00 + 42.29 + 0.00) = 42.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-8.88	0.00	0.00	0.00	-15.52	42.29

Segment Leq : 42.29 dBA

Total Leq All Segments: 57.22 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.99
(NIGHT): 57.22

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7660/665 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 17/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7937/878 veh/TimePeriod *
Medium truck volume : 80/9 veh/TimePeriod *
Heavy truck volume : 39/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 104.00 / 107.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```
-----
Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80
```

Data for Segment # 4: Hwy 401 NB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.69 ! 1.50 ! 1.40 ! 1.40
```

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.80 0.00 -6.30 0.00 0.00 0.00 -5.04 50.46
-----
```

Segment Leq : 50.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	1.40 !	1.40

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.67	0.00	-5.31	0.00	0.00	0.00	-5.04	52.32

Segment Leq : 52.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	2.91 !	2.91

ROAD (0.00 + 56.56 + 0.00) = 56.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.08	0.00	-8.63	0.00	0.00	0.00	-17.89	56.56

Segment Leq : 56.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.11	1.50	2.79	2.79

ROAD (0.00 + 54.45 + 0.00) = 54.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-7.85	0.00	0.00	0.00	-17.91	54.45

Segment Leq : 54.45 dBA

Total Leq All Segments: 60.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	4.50	3.86	3.86

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-6.50	0.00	0.00	0.00	-0.29	47.28*
-90	90	0.00	54.07	0.00	-6.50	0.00	0.00	0.00	0.00	47.57

* Bright Zone !

Segment Leq : 47.57 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	3.61	3.61

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.07	0.00	-5.56	0.00	0.00	0.00	-0.39	50.12*
-90	90	0.00	56.07	0.00	-5.56	0.00	0.00	0.00	0.00	50.51

* Bright Zone !

Segment Leq : 50.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	4.50	3.04	3.04

ROAD (0.00 + 52.79 + 0.00) = 52.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-8.75	0.00	0.00	0.00	-17.81	52.79

Segment Leq : 52.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.11 ! 4.50 ! 2.94 ! 2.94

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.99	0.00	0.00	0.00	-17.82	49.95

Segment Leq : 49.95 dBA

Total Leq All Segments: 56.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.06
(NIGHT): 56.61

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.50 / 234.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 232.00 / 229.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.50 / 216.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 215.00 / 211.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.80 / 182.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 314.80 / 307.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 16591/1486 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.78

```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-12.67	-1.46	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 50.57 + 0.00) = 50.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-11.21	-1.46	0.00	0.00	0.00	50.57

Segment Leq : 50.57 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.54	2.54

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.91	0.00	-14.55	-0.57	0.00	0.00	-15.22	51.57

Segment Leq : 51.57 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.50	2.50

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.06	0.00	-14.18	-0.57	0.00	0.00	-15.28	49.03

Segment Leq : 49.03 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 44.30 + 0.00) = 44.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-18.26	-1.46	0.00	0.00	0.00	44.30

Segment Leq : 44.30 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 42.01 + 0.00) = 42.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-21.94	-1.46	0.00	0.00	0.00	42.01

Segment Leq : 42.01 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 59.87 + 0.00) = 59.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.26	0.00	-2.39	0.00	0.00	0.00	0.00	59.87

Segment Leq : 59.87 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 41.90 + 0.00) = 41.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-11.50	-1.34	0.00	0.00	0.00	41.90

Segment Leq : 41.90 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 44.94 + 0.00) = 44.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.18	0.00	-9.90	-1.34	0.00	0.00	0.00	44.94

Segment Leq : 44.94 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.61	2.61

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.48	0.00	-13.41	-0.34	0.00	0.00	-15.08	48.65

Segment Leq : 48.65 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.58	2.58

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.63	0.00	-13.04	-0.35	0.00	0.00	-15.13	46.11

Segment Leq : 46.11 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 40.23 + 0.00) = 40.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.85	0.00	-17.28	-1.34	0.00	0.00	0.00	40.23

Segment Leq : 40.23 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 40.02 + 0.00) = 40.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	62.14	0.00	-20.80	-1.33	0.00	0.00	0.00	40.02

Segment Leq : 40.02 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.79	0.00	-2.86	0.00	0.00	0.00	0.00	51.93

Segment Leq : 51.93 dBA

Total Leq All Segments: 55.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 55.28

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 19.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 172.50 / 175.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 167.00 / 170.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 155.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 150.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 134.80 / 137.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 228.80 / 231.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Cabana Rd (day/night)

```

-----
Car traffic volume : 16591/1486 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.78

```

Data for Segment # 7: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.03	0.00	-3.29	0.00	0.00	0.00	0.00	62.74

Segment Leq : 62.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 64.42 + 0.00) = 64.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.70	0.00	-0.28	0.00	0.00	0.00	0.00	64.42

Segment Leq : 64.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.59 !	2.59

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.91	0.00	-10.61	0.00	0.00	0.00	-15.15	56.15

Segment Leq : 56.15 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	1.50 !	2.56 !	2.56

ROAD (0.00 + 53.70 + 0.00) = 53.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.06	0.00	-10.16	0.00	0.00	0.00	-15.21	53.70

Segment Leq : 53.70 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.84	0.00	-9.54	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.08	0.00	-11.83	0.00	0.00	0.00	0.00	49.25

Segment Leq : 49.25 dBA

Results segment # 7: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.46 + 0.00) = 58.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.26	0.00	-3.80	0.00	0.00	0.00	0.00	58.46

Segment Leq : 58.46 dBA

Total Leq All Segments: 67.96 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 54.20 + 0.00) = 54.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.88	0.00	-3.68	0.00	0.00	0.00	0.00	54.20

Segment Leq : 54.20 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 56.51 + 0.00) = 56.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.54	0.00	-1.03	0.00	0.00	0.00	0.00	56.51

Segment Leq : 56.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 51.83 + 0.00) = 51.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.48	0.00	-10.68	0.00	0.00	0.00	-14.98	51.83

Segment Leq : 51.83 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.66	2.66

ROAD (0.00 + 49.38 + 0.00) = 49.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.63	0.00	-10.24	0.00	0.00	0.00	-15.01	49.38

Segment Leq : 49.38 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.82 m

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.94	0.00	-9.63	0.00	0.00	0.00	0.00	47.30

Segment Leq : 47.30 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.56	0.00	-11.89	0.00	0.00	0.00	0.00	46.67

Segment Leq : 46.67 dBA

Results segment # 7: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.79	0.00	-1.86	0.00	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Total Leq All Segments: 60.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.96
(NIGHT): 60.96

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7813/735 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 82.00 / 85.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6554/678 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.12
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.63

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 122.50 / 125.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 117.00 / 120.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 105.50 / 108.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24

```

Data for Segment # 5: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 134.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.21	0.00	-7.38	0.00	0.00	0.00	0.00	53.84

Segment Leq : 53.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 54.35 + 0.00) = 54.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.65	0.00	-6.30	0.00	0.00	0.00	0.00	54.35

Segment Leq : 54.35 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 58.43 + 0.00) = 58.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-9.12	0.00	0.00	0.00	-15.06	58.43

Segment Leq : 58.43 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.59	2.59

ROAD (0.00 + 56.71 + 0.00) = 56.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.47	0.00	0.00	0.00	-15.18	56.71

Segment Leq : 56.71 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.08	0.00	-9.44	0.00	0.00	0.00	0.00	51.64

Segment Leq : 51.64 dBA

Total Leq All Segments: 62.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.96	0.00	-7.53	0.00	0.00	0.00	0.00	46.43

Segment Leq : 46.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.69	0.00	-6.50	0.00	0.00	0.00	0.00	47.19

Segment Leq : 47.19 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.80	2.80

ROAD (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-9.23	0.00	0.00	0.00	-14.81	54.90

Segment Leq : 54.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.74 !	2.74

ROAD (0.00 + 52.83 + 0.00) = 52.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.59	0.00	0.00	0.00	-14.90	52.83

Segment Leq : 52.83 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 49.03 + 0.00) = 49.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.56	0.00	-9.54	0.00	0.00	0.00	0.00	49.03

Segment Leq : 49.03 dBA

Total Leq All Segments: 58.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.61
(NIGHT): 58.31

Filename: n_ij_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 128.50 / 131.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.50 / 172.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 164.00 / 167.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

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-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.73
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows   :      0 / 0
Surface            :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height    :      1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle    :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.57 + 0.00) = 42.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-16.33	-1.46	0.00	0.00	0.00	42.57

Segment Leq : 42.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 45.31 + 0.00) = 45.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-15.48	-1.46	0.00	0.00	0.00	45.31

Segment Leq : 45.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.58	2.58

ROAD (0.00 + 53.60 + 0.00) = 53.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-13.28	-0.57	0.00	0.00	-15.17	53.60

Segment Leq : 53.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.47	2.47

ROAD (0.00 + 51.65 + 0.00) = 51.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-12.82	-0.58	0.00	0.00	-15.33	51.65

Segment Leq : 51.65 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.61	0.00	-17.33	-1.46	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Total Leq All Segments: 56.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.41 + 0.00) = 34.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-15.88	-1.35	0.00	0.00	0.00	34.41

Segment Leq : 34.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 39.80 + 0.00) = 39.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-15.09	-1.35	0.00	0.00	0.00	39.80

Segment Leq : 39.80 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.66	2.66

ROAD (0.00 + 51.21 + 0.00) = 51.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-12.37	-0.34	0.00	0.00	-15.01	51.21

Segment Leq : 51.21 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.56 !	2.56

ROAD (0.00 + 48.86 + 0.00) = 48.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.32	0.00	-11.95	-0.35	0.00	0.00	-15.15	48.86

Segment Leq : 48.86 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.67 + 0.00) = 34.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.56	0.00	-16.53	-1.35	0.00	0.00	0.00	34.67

Segment Leq : 34.67 dBA

Total Leq All Segments: 53.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.46
(NIGHT): 53.51

Filename: n_ij_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.00 / 170.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 225.50 / 228.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 220.00 / 223.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 207.50 / 210.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 202.00 / 205.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0     veh/TimePeriod  *
Heavy truck volume  :      0/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.00
Heavy Truck % of Total Volume    : 0.00
Day (16 hrs) % of Total Volume   : 92.73

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-17.91	-1.46	0.00	0.00	0.00	40.98

Segment Leq : 40.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-17.37	-1.46	0.00	0.00	0.00	43.42

Segment Leq : 43.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.55	2.55

ROAD (0.00 + 52.56 + 0.00) = 52.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-14.28	-0.57	0.00	0.00	-15.21	52.56

Segment Leq : 52.56 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.43	2.43

ROAD (0.00 + 50.53 + 0.00) = 50.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-13.88	-0.58	0.00	0.00	-15.37	50.53

Segment Leq : 50.53 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.82 + 0.00) = 41.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.61	0.00	-17.33	-1.46	0.00	0.00	0.00	41.82

Segment Leq : 41.82 dBA

Total Leq All Segments: 55.35 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 32.91 + 0.00) = 32.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-17.38	-1.35	0.00	0.00	0.00	32.91

Segment Leq : 32.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-16.87	-1.35	0.00	0.00	0.00	38.01

Segment Leq : 38.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.62	2.62

ROAD (0.00 + 50.23 + 0.00) = 50.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-13.28	-0.34	0.00	0.00	-15.07	50.23

Segment Leq : 50.23 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.51 !	2.51

ROAD (0.00 + 47.81 + 0.00) = 47.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.32	0.00	-12.93	-0.35	0.00	0.00	-15.23	47.81

Segment Leq : 47.81 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.67 + 0.00) = 34.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.56	0.00	-16.53	-1.35	0.00	0.00	0.00	34.67

Segment Leq : 34.67 dBA

Total Leq All Segments: 52.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.35
(NIGHT): 52.48

Filename: n_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.50 / 66.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 43.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 116.50 / 102.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 111.00 / 97.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 93.00 / 79.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod  *
Medium truck volume :      0/0   veh/TimePeriod  *
Heavy truck volume  :      0/0   veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement       :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.73

```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface             :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height     : 1.50 / 4.50 m
Topography          :      1      (Flat/gentle slope; no barrier)
Reference angle     :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.61 + 0.00) = 52.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.30	0.00	0.00	0.00	0.00	52.61

Segment Leq : 52.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 57.06 + 0.00) = 57.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.84	0.00	0.00	0.00	0.00	57.06

Segment Leq : 57.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 60.21 + 0.00) = 60.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-8.90	0.00	0.00	0.00	-13.49	60.21

Segment Leq : 60.21 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.56	2.56

ROAD (0.00 + 58.54 + 0.00) = 58.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.17	0.00	0.00	0.00	-13.65	58.54

Segment Leq : 58.54 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.61 + 0.00) = 60.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.61	0.00	0.00	0.00	0.00	0.00	0.00	60.61

Segment Leq : 60.61 dBA

Total Leq All Segments: 65.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 45.24 + 0.00) = 45.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.47	0.00	0.00	0.00	0.00	45.24

Segment Leq : 45.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-4.62	0.00	0.00	0.00	0.00	51.05

Segment Leq : 51.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.83	2.83

ROAD (0.00 + 57.50 + 0.00) = 57.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-8.35	0.00	0.00	0.00	-13.08	57.50

Segment Leq : 57.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.81 !	2.81

ROAD (0.00 + 55.67 + 0.00) = 55.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-7.51	0.00	0.00	0.00	-13.14	55.67

Segment Leq : 55.67 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.77 + 0.00) = 51.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	0.00	51.77

Segment Leq : 51.77 dBA

Total Leq All Segments: 60.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.57
(NIGHT): 60.94

Filename: n_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 113.00 / 98.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 171.50 / 156.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 166.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 153.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 148.00 / 133.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11340/889   veh/TimePeriod *
Medium truck volume :      0/0     veh/TimePeriod *
Heavy truck volume  :      0/0     veh/TimePeriod *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12229
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.00
Heavy Truck % of Total Volume     : 0.00
Day (16 hrs) % of Total Volume    : 92.73
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height  : 1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.59 + 0.00) = 50.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-9.31	0.00	0.00	0.00	0.00	50.59

Segment Leq : 50.59 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 54.12 + 0.00) = 54.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-8.77	0.00	0.00	0.00	0.00	54.12

Segment Leq : 54.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.56	!	2.56

ROAD (0.00 + 58.43 + 0.00) = 58.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-10.58	0.00	0.00	0.00	-13.60	58.43

Segment Leq : 58.43 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.46	!	2.46

ROAD (0.00 + 56.47 + 0.00) = 56.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-10.10	0.00	0.00	0.00	-13.80	56.47

Segment Leq : 56.47 dBA

Results segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.61 + 0.00) = 60.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.61	0.00	0.00	0.00	0.00	0.00	0.00	60.61

Segment Leq : 60.61 dBA

Total Leq All Segments: 64.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.94 + 0.00) = 42.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-8.77	0.00	0.00	0.00	0.00	42.94

Segment Leq : 42.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 47.52 + 0.00) = 47.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-8.15	0.00	0.00	0.00	0.00	47.52

Segment Leq : 47.52 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 55.40 + 0.00) = 55.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-10.18	0.00	0.00	0.00	-13.35	55.40

Segment Leq : 55.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.60 !	2.60

ROAD (0.00 + 53.15 + 0.00) = 53.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-9.65	0.00	0.00	0.00	-13.51	53.15

Segment Leq : 53.15 dBA

Results segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.77 + 0.00) = 51.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.56	0.00	-0.79	0.00	0.00	0.00	0.00	51.77

Segment Leq : 51.77 dBA

Total Leq All Segments: 58.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.26
(NIGHT): 58.92

Filename: n_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.50 / 274.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 278.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 337.50 / 318.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 332.00 / 313.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 319.50 / 300.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 314.00 / 295.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 37.01 + 0.00) = 37.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-21.44	-1.46	0.00	0.00	0.00	37.01

Segment Leq : 37.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 40.38 + 0.00) = 40.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-21.06	-1.46	0.00	0.00	0.00	40.38

Segment Leq : 40.38 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.50	2.50

ROAD (0.00 + 50.38 + 0.00) = 50.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-16.40	-0.57	0.00	0.00	-15.26	50.38

Segment Leq : 50.38 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.38	2.38

ROAD (0.00 + 48.19 + 0.00) = 48.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-16.17	-0.58	0.00	0.00	-15.44	48.19

Segment Leq : 48.19 dBA

Total Leq All Segments: 52.81 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 30.16 + 0.00) = 30.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-20.20	-1.35	0.00	0.00	0.00	30.16

Segment Leq : 30.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-19.72	-1.35	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.56	2.56

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-14.90	-0.34	0.00	0.00	-15.16	48.53

Segment Leq : 48.53 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 2.44 ! 2.44

ROAD (0.00 + 45.97 + 0.00) = 45.97 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.13 76.32 0.00 -14.67 -0.35 0.00 0.00 -15.33 45.97

Segment Leq : 45.97 dBA

Total Leq All Segments: 50.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.81
(NIGHT): 50.60

Filename: n_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 353.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.50 / 376.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 390.00 / 371.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 378.50 / 359.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 373.00 / 354.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 35.68 + 0.00) = 35.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-22.77	-1.46	0.00	0.00	0.00	35.68

Segment Leq : 35.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 38.98 + 0.00) = 38.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-22.46	-1.46	0.00	0.00	0.00	38.98

Segment Leq : 38.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.48	2.48

ROAD (0.00 + 49.52 + 0.00) = 49.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-17.24	-0.57	0.00	0.00	-15.28	49.52

Segment Leq : 49.52 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.36	2.36

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-17.06	-0.58	0.00	0.00	-15.46	47.27

Segment Leq : 47.27 dBA

Total Leq All Segments: 51.89 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.77 + 0.00) = 28.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-21.58	-1.35	0.00	0.00	0.00	28.77

Segment Leq : 28.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 33.16 + 0.00) = 33.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-21.17	-1.35	0.00	0.00	0.00	33.16

Segment Leq : 33.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.53	2.53

ROAD (0.00 + 47.68 + 0.00) = 47.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-15.72	-0.34	0.00	0.00	-15.19	47.68

Segment Leq : 47.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 2.41 ! 2.41

ROAD (0.00 + 45.06 + 0.00) = 45.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.32	0.00	-15.55	-0.35	0.00	0.00	-15.37	45.06

Segment Leq : 45.06 dBA

Total Leq All Segments: 49.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.89
(NIGHT): 49.71

Filename: n_jk_3_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 67.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 54.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 105.00 / 108.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 90.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 119.80 / 122.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.36 ! 1.14
  
```

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.53 0.00 0.00 0.00 -11.15 42.22
-----
  
```

Segment Leq : 42.22 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.68 !	1.50 !	-1.38 !	1.12

ROAD (0.00 + 45.76 + 0.00) = 45.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.44	0.00	0.00	0.00	-11.69	45.76

Segment Leq : 45.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40 !	1.50 !	2.70 !	2.70

ROAD (0.00 + 58.75 + 0.00) = 58.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-8.67	0.00	0.00	0.00	-15.02	58.75

Segment Leq : 58.75 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 57.34 + 0.00) = 57.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-7.90	0.00	0.00	0.00	-15.13	57.34

Segment Leq : 57.34 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	1.50	!	-1.13	!	1.37

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.78	0.00	-9.02	0.00	0.00	0.00	-10.17	39.59

Segment Leq : 39.59 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	-1.08	1.42

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-10.62	0.00	0.00	0.00	-9.90	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 61.46 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.47	2.97

ROAD (0.00 + 37.30 + 0.00) = 37.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.72	0.00	0.00	0.00	-7.69	37.30

Segment Leq : 37.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	4.50 !	0.18 !	2.68

ROAD (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-5.60	0.00	0.00	0.00	-8.70	41.37

Segment Leq : 41.37 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.84 !	2.84

ROAD (0.00 + 55.39 + 0.00) = 55.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-8.79	0.00	0.00	0.00	-14.75	55.39

Segment Leq : 55.39 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.80	!	2.80

ROAD (0.00 + 53.48 + 0.00) = 53.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.04	0.00	0.00	0.00	-14.80	53.48

Segment Leq : 53.48 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	4.50	!	1.20	!	3.70

ROAD (0.00 + 38.58 + 0.00) = 38.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.77	0.00	-9.13	0.00	0.00	0.00	-6.05	38.58

Segment Leq : 38.58 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-10.41	0.00	0.00	0.00	-5.65	42.81

Segment Leq : 42.81 dBA

Total Leq All Segments: 57.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.46
(NIGHT): 57.88

Filename: n_jk32ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 59.00 / 62.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 123.50 / 126.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 118.00 / 121.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 106.50 / 109.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 101.00 / 104.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offram (day/night)

Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46

Data for Segment # 5: 401SB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.80 / 135.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave. (day/night)

```

-----
Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73
  
```

Data for Segment # 6: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -1.32 ! 1.18
  
```

ROAD (0.00 + 41.98 + 0.00) = 41.98 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 59.90 0.00 -6.99 0.00 0.00 0.00 -10.93 41.98
-----
  
```

Segment Leq : 41.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.68 !	1.50 !	-1.33 !	1.17

ROAD (0.00 + 45.59 + 0.00) = 45.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-5.95	0.00	0.00	0.00	-11.36	45.59

Segment Leq : 45.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40 !	1.50 !	2.67 !	2.67

ROAD (0.00 + 58.23 + 0.00) = 58.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-9.16	0.00	0.00	0.00	-15.06	58.23

Segment Leq : 58.23 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.59 !	2.59

ROAD (0.00 + 56.67 + 0.00) = 56.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-8.51	0.00	0.00	0.00	-15.19	56.67

Segment Leq : 56.67 dBA

Results segment # 5: 401SB offram (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.87 !	1.50 !	-1.11 !	1.39

ROAD (0.00 + 39.25 + 0.00) = 39.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.78	0.00	-9.44	0.00	0.00	0.00	-10.09	39.25

Segment Leq : 39.25 dBA

Results segment # 6: Howard Ave. (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	-1.08	1.42

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-10.62	0.00	0.00	0.00	-9.90	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 60.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	0.62	3.12

ROAD (0.00 + 37.25 + 0.00) = 37.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-7.16	0.00	0.00	0.00	-7.30	37.25

Segment Leq : 37.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.68 !	4.50 !	0.34 !	2.84

ROAD (0.00 + 41.39 + 0.00) = 41.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-6.16	0.00	0.00	0.00	-8.13	41.39

Segment Leq : 41.39 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.80 !	2.80

ROAD (0.00 + 54.85 + 0.00) = 54.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-9.26	0.00	0.00	0.00	-14.81	54.85

Segment Leq : 54.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.73 !	2.73

ROAD (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-8.63	0.00	0.00	0.00	-14.90	52.78

Segment Leq : 52.78 dBA

Results segment # 5: 401SB offram (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	1.25 !	3.75

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.77	0.00	-9.57	0.00	0.00	0.00	-5.93	38.27

Segment Leq : 38.27 dBA

Results segment # 6: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.81 + 0.00) = 42.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-10.41	0.00	0.00	0.00	-5.65	42.81

Segment Leq : 42.81 dBA

Total Leq All Segments: 57.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.91
(NIGHT): 57.32

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 19569/1534 veh/TimePeriod *
Medium truck volume : 237/19 veh/TimePeriod *
Heavy truck volume : 128/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21497
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.87 0.00 -6.23 0.00 0.00 0.00 0.00 -8.00 51.64
-----
  
```

Segment Leq : 51.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 53.06 + 0.00) = 53.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-4.77	0.00	0.00	0.00	-8.37	53.06

Segment Leq : 53.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-10.63	0.00	0.00	0.00	-8.97	62.84

Segment Leq : 62.84 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 60.12 + 0.00) = 60.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.13	0.00	0.00	0.00	-8.94	60.12

Segment Leq : 60.12 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.90 + 0.00) = 49.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.92	0.00	-9.41	0.00	0.00	0.00	-7.61	49.90

Segment Leq : 49.90 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.62 !	1.50 !	1.53 !	1.53

ROAD (0.00 + 56.82 + 0.00) = 56.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-4.94	0.00	0.00	0.00	-7.81	56.82

Segment Leq : 56.82 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 38.04 + 0.00) = 38.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-9.99	0.00	0.00	0.00	-15.48	38.04

Segment Leq : 38.04 dBA

Total Leq All Segments: 65.89 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.63	3.63

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-6.43	0.00	0.00	0.00	-4.50	47.23*
-90	90	0.00	58.17	0.00	-6.43	0.00	0.00	0.00	0.00	51.73

* Bright Zone !

Segment Leq : 51.73 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 53.18 + 0.00) = 53.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.33	0.00	-5.14	0.00	0.00	0.00	-4.69	48.49*
-90	90	0.00	58.33	0.00	-5.14	0.00	0.00	0.00	0.00	53.18

* Bright Zone !

Segment Leq : 53.18 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.59 ! 2.59

ROAD (0.00 + 59.56 + 0.00) = 59.56 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 78.93 0.00 -10.71 0.00 0.00 0.00 -8.66 59.56
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 59.56 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
2.40 ! 4.50 ! 2.61 ! 2.61

ROAD (0.00 + 56.63 + 0.00) = 56.63 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 75.46 0.00 -10.24 0.00 0.00 0.00 -8.60 56.63
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 56.63 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.88	0.00	-9.51	0.00	0.00	0.00	-2.74	46.63*
-90	90	0.00	58.88	0.00	-9.51	0.00	0.00	0.00	0.00	49.37

* Bright Zone !

Segment Leq : 49.37 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.62	4.50	3.75	3.75

ROAD (0.00 + 59.91 + 0.00) = 59.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-5.21	0.00	0.00	0.00	-4.05	55.87*
-90	90	0.00	65.13	0.00	-5.21	0.00	0.00	0.00	0.00	59.91

* Bright Zone !

Segment Leq : 59.91 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 4.50 ! 0.99 ! 0.99

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-10.08	0.00	0.00	0.00	-15.37	32.49

Segment Leq : 32.49 dBA

Total Leq All Segments: 64.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.89
(NIGHT): 64.45

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 8166/1500 veh/TimePeriod *
Medium truck volume : 639/117 veh/TimePeriod *
Heavy truck volume : 5549/1019 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 38.66
Day (16 hrs) % of Total Volume : 84.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 8473/2024 veh/TimePeriod *
Medium truck volume : 110/26 veh/TimePeriod *
Heavy truck volume : 55/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10701
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.72

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```
-----
Car traffic volume : 9908/2242 veh/TimePeriod *
Medium truck volume : 184/42 veh/TimePeriod *
Heavy truck volume : 644/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 13164
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.71
Heavy Truck % of Total Volume : 6.00
Day (16 hrs) % of Total Volume : 81.55
```

Data for Segment # 8: 401SB on rmp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.42 ! 1.42
```

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.87 0.00 -6.30 0.00 0.00 0.00 -8.52 51.05
-----
```

Segment Leq : 51.05 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	66.20	0.00	-4.28	-1.17	0.00	0.00	-9.35	51.40

Segment Leq : 51.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.13 + 0.00) = 61.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.32	0.00	-11.24	0.00	0.00	0.00	-7.95	61.13

Segment Leq : 61.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.38 + 0.00) = 60.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-10.85	0.00	0.00	0.00	-7.95	60.38

Segment Leq : 60.38 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.31	0.00	-11.37	0.00	0.00	0.00	-8.13	43.80

Segment Leq : 43.80 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.62 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-9.30	0.00	0.00	0.00	-8.10	52.17

Segment Leq : 52.17 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.64 + 0.00) = 48.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-6.35	0.00	0.00	0.00	-8.52	48.64

Segment Leq : 48.64 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.56 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.56	1.50	1.50	1.50

ROAD (0.00 + 48.04 + 0.00) = 48.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.71	0.00	-12.65	0.00	0.00	0.00	-8.03	48.04

Segment Leq : 48.04 dBA

Total Leq All Segments: 64.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.86	3.86

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-6.50	0.00	0.00	0.00	-3.70	47.97*
-90	90	0.00	58.17	0.00	-6.50	0.00	0.00	0.00	0.00	51.67

* Bright Zone !

Segment Leq : 51.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	3.04 !	3.04

ROAD (0.00 + 47.71 + 0.00) = 47.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	58.33	0.00	-4.62	-0.99	0.00	0.00	-5.00	47.71

Segment Leq : 47.71 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	4.37 !	4.37

ROAD (0.00 + 64.67 + 0.00) = 64.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.97	0.00	-11.30	0.00	0.00	0.00	-1.55	63.11*
-90	90	0.00	75.97	0.00	-11.30	0.00	0.00	0.00	0.00	64.67

* Bright Zone !

Segment Leq : 64.67 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 64.54 + 0.00) = 64.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.46	0.00	-10.92	0.00	0.00	0.00	-1.59	62.95*
-90	90	0.00	75.46	0.00	-10.92	0.00	0.00	0.00	0.00	64.54

* Bright Zone !

Segment Leq : 64.54 dBA

Results segment # 5: 401SB offrmp (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.28	4.28

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.09	0.00	-11.44	0.00	0.00	0.00	-2.11	46.54*
-90	90	0.00	60.09	0.00	-11.44	0.00	0.00	0.00	0.00	48.65

* Bright Zone !

Segment Leq : 48.65 dBA

Results segment # 6: 401NB offrmp (night)

 Source height = 1.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.62	4.50	4.21	4.21

ROAD (0.00 + 55.72 + 0.00) = 55.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-9.41	0.00	0.00	0.00	-2.36	53.36*
-90	90	0.00	65.13	0.00	-9.41	0.00	0.00	0.00	0.00	55.72

* Bright Zone !

Segment Leq : 55.72 dBA

Results segment # 7: 401NB on rmp (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.81	3.81

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-6.55	0.00	0.00	0.00	-3.96	47.44*
-90	90	0.00	57.94	0.00	-6.55	0.00	0.00	0.00	0.00	51.39

* Bright Zone !

Segment Leq : 51.39 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.57 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.57 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.28	0.00	-12.69	0.00	0.00	0.00	-1.61	50.97*
-90	90	0.00	65.28	0.00	-12.69	0.00	0.00	0.00	0.00	52.58

* Bright Zone !

Segment Leq : 52.58 dBA

Total Leq All Segments: 68.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.74
(NIGHT): 68.29

Filename: n_lm_lba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 15920/3436 veh/TimePeriod *
Medium truck volume : 847/183 veh/TimePeriod *
Heavy truck volume : 5993/1293 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 26.33
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14723/3197 veh/TimePeriod *
Medium truck volume : 1138/247 veh/TimePeriod *
Heavy truck volume : 9655/2096 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.46
Heavy Truck % of Total Volume : 37.84
Day (16 hrs) % of Total Volume : 82.16
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.27 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 1.50 ! 1.65 ! 1.65
  
```

ROAD (0.00 + 62.48 + 0.00) = 62.48 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.88 0.00 -10.25 -1.09 0.00 0.00 -7.07 62.48
-----
  
```

Segment Leq : 62.48 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.73	1.73

ROAD (0.00 + 65.92 + 0.00) = 65.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.74	0.00	-8.73	-1.08	0.00	0.00	-7.01	65.92

Segment Leq : 65.92 dBA

Total Leq All Segments: 67.54 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	3.99	3.99

ROAD (0.00 + 64.81 + 0.00) = 64.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.23	0.00	-9.84	-0.91	0.00	0.00	-3.75	62.73*
-90	90	0.55	77.23	0.00	-11.16	-1.26	0.00	0.00	0.00	64.81

* Bright Zone !

Segment Leq : 64.81 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 4.07 ! 4.07

ROAD (0.00 + 68.25 + 0.00) = 68.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.12	0.00	-8.48	-0.90	0.00	0.00	-2.82	66.92*
-90	90	0.54	79.12	0.00	-9.62	-1.25	0.00	0.00	0.00	68.25

* Bright Zone !

Segment Leq : 68.25 dBA

Total Leq All Segments: 69.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.54
(NIGHT): 69.87

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.36 + 0.00) = 64.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.98	0.00	-17.65	-0.97	0.00	0.00	0.00	64.36

Segment Leq : 64.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.35 + 0.00) = 60.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.35	0.00	-18.03	-0.97	0.00	0.00	0.00	60.35

Segment Leq : 60.35 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-23.28	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-23.63	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Total Leq All Segments: 66.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.03 + 0.00) = 63.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.38	0.00	-16.57	-0.78	0.00	0.00	0.00	63.03

Segment Leq : 63.03 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.32 + 0.00) = 60.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.02	0.00	-16.92	-0.78	0.00	0.00	0.00	60.32

Segment Leq : 60.32 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.36

Segment Leq : 46.36 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-22.47	-1.31	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 65.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.40
(NIGHT): 65.11

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1374/386 veh/TimePeriod *
Medium truck volume : 90/25 veh/TimePeriod *
Heavy truck volume : 899/253 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3026
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.80
Heavy Truck % of Total Volume : 38.04
Day (16 hrs) % of Total Volume : 78.06

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 13668/2837 veh/TimePeriod *
Medium truck volume : 276/57 veh/TimePeriod *
Heavy truck volume : 1113/231 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18181
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 7.39
Day (16 hrs) % of Total Volume : 82.81

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 18431/1629 veh/TimePeriod *
Medium truck volume : 465/41 veh/TimePeriod *
Heavy truck volume : 231/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20818
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.43
Heavy Truck % of Total Volume : 1.21
Day (16 hrs) % of Total Volume : 91.88

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 929/483 veh/TimePeriod *
Medium truck volume : 24/12 veh/TimePeriod *
Heavy truck volume : 236/123 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1807
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.99
Heavy Truck % of Total Volume : 19.86
Day (16 hrs) % of Total Volume : 65.77

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.95 + 0.00) = 53.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-3.15	0.00	0.00	0.00	0.00	53.95

Segment Leq : 53.95 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.28 + 0.00) = 65.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.98	0.00	-16.74	-0.97	0.00	0.00	0.00	65.28

Segment Leq : 65.28 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.23 + 0.00) = 61.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.35	0.00	-17.15	-0.97	0.00	0.00	0.00	61.23

Segment Leq : 61.23 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.40 m

ROAD (0.00 + 45.43 + 0.00) = 45.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	68.97	0.00	-22.13	-1.41	0.00	0.00	0.00	45.43

Segment Leq : 45.43 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.65 m

ROAD (0.00 + 52.83 + 0.00) = 52.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.85	0.00	-16.83	-1.19	0.00	0.00	0.00	52.83

Segment Leq : 52.83 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.05 m

ROAD (0.00 + 62.29 + 0.00) = 62.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.85	0.00	-5.56	0.00	0.00	0.00	0.00	62.29

Segment Leq : 62.29 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.11 m

ROAD (0.00 + 38.46 + 0.00) = 38.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.12	0.00	-22.23	-1.43	0.00	0.00	0.00	38.46

Segment Leq : 38.46 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-23.28	-1.46	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 51.10 + 0.00) = 51.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-23.63	-1.46	0.00	0.00	0.00	51.10

Segment Leq : 51.10 dBA

Total Leq All Segments: 68.56 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.83 + 0.00) = 48.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.54	0.00	0.00	0.00	0.00	48.83

Segment Leq : 48.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.88 + 0.00) = 63.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.38	0.00	-15.72	-0.78	0.00	0.00	0.00	63.88

Segment Leq : 63.88 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.02	0.00	-16.11	-0.78	0.00	0.00	0.00	61.14

Segment Leq : 61.14 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.40 m

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	66.47	0.00	-20.97	-1.25	0.00	0.00	0.00	44.25

Segment Leq : 44.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.65 m

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	67.03	0.00	-15.92	-1.01	0.00	0.00	0.00	50.10

Segment Leq : 50.10 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.04 m

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.30	0.00	-5.80	0.00	0.00	0.00	0.00	54.50

Segment Leq : 54.50 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.11 m

ROAD (0.00 + 39.96 + 0.00) = 39.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	62.29	0.00	-21.07	-1.27	0.00	0.00	0.00	39.96

Segment Leq : 39.96 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 46.36 + 0.00) = 46.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.10	-1.31	0.00	0.00	0.00	46.36

Segment Leq : 46.36 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-22.47	-1.31	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 66.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.56
(NIGHT): 66.36

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 187.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 194.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 309.80 / 299.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-25.03	-1.46	0.00	0.00	0.00	37.14

Segment Leq : 37.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 36.56 + 0.00) = 36.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-25.22	-1.46	0.00	0.00	0.00	36.56

Segment Leq : 36.56 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.66 + 0.00) = 63.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.98	0.00	-17.91	-1.41	0.00	0.00	0.00	63.66

Segment Leq : 63.66 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.38 + 0.00) = 59.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	79.35	0.00	-18.56	-1.41	0.00	0.00	0.00	59.38

Segment Leq : 59.38 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 53.69 + 0.00) = 53.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-22.08	-1.46	0.00	0.00	0.00	53.69

Segment Leq : 53.69 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 52.23 + 0.00) = 52.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-22.50	-1.46	0.00	0.00	0.00	52.23

Segment Leq : 52.23 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 46.43 + 0.00) = 46.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-23.52	-1.45	0.00	0.00	0.00	46.43

Segment Leq : 46.43 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.89	0.00	-21.83	-1.46	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 40.77 + 0.00) = 40.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-24.16	-1.46	0.00	0.00	0.00	40.77

Segment Leq : 40.77 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.18 + 0.00) = 50.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-5.46	-1.46	0.00	0.00	0.00	50.18

Segment Leq : 50.18 dBA

Total Leq All Segments: 65.77 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 30.93 + 0.00) = 30.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-23.87	-1.33	0.00	0.00	0.00	30.93

Segment Leq : 30.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 31.62 + 0.00) = 31.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-24.11	-1.34	0.00	0.00	0.00	31.62

Segment Leq : 31.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.60 + 0.00) = 62.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	80.38	0.00	-16.52	-1.25	0.00	0.00	0.00	62.60

Segment Leq : 62.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.60 + 0.00) = 59.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.02	0.00	-17.17	-1.25	0.00	0.00	0.00	59.60

Segment Leq : 59.60 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-20.72	-1.31	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 46.98 + 0.00) = 46.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-21.18	-1.31	0.00	0.00	0.00	46.98

Segment Leq : 46.98 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 43.25 + 0.00) = 43.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-22.14	-1.29	0.00	0.00	0.00	43.25

Segment Leq : 43.25 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 36.45 + 0.00) = 36.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.44	0.00	-20.66	-1.33	0.00	0.00	0.00	36.45

Segment Leq : 36.45 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 35.36 + 0.00) = 35.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-23.02	-1.33	0.00	0.00	0.00	35.36

Segment Leq : 35.36 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-2.34	-1.35	0.00	0.00	0.00	45.69

Segment Leq : 45.69 dBA

Total Leq All Segments: 64.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.77
(NIGHT): 64.64

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.50 / 148.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 143.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 164.50 / 166.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 159.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.80 / 169.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 380.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-21.74	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-22.11	-1.46	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.98	0.00	-11.38	-0.42	0.00	0.00	-16.07	55.12

Segment Leq : 55.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 50.85 + 0.00) = 50.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.35	0.00	-11.99	-0.42	0.00	0.00	-16.09	50.85

Segment Leq : 50.85 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-24.11	-1.46	0.00	0.00	0.00	51.67

Segment Leq : 51.67 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-24.44	-1.46	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 52.39 + 0.00) = 52.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-17.56	-1.45	0.00	0.00	0.00	52.39

Segment Leq : 52.39 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 39.14 + 0.00) = 39.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.97	0.00	-23.37	-1.46	0.00	0.00	0.00	39.14

Segment Leq : 39.14 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 45.57 + 0.00) = 45.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-19.35	-1.46	0.00	0.00	0.00	45.57

Segment Leq : 45.57 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 60.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 34.09 + 0.00) = 34.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-20.72	-1.33	0.00	0.00	0.00	34.09

Segment Leq : 34.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-21.12	-1.34	0.00	0.00	0.00	34.62

Segment Leq : 34.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.38	0.00	-10.58	-0.18	0.00	0.00	-15.93	53.68

Segment Leq : 53.68 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 50.76 + 0.00) = 50.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.02	0.00	-11.11	-0.18	0.00	0.00	-15.97	50.76

Segment Leq : 50.76 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.88	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-23.23	-1.31	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 48.90 + 0.00) = 48.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-16.49	-1.29	0.00	0.00	0.00	48.90

Segment Leq : 48.90 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.51	0.00	-22.31	-1.33	0.00	0.00	0.00	32.87

Segment Leq : 32.87 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 39.97 + 0.00) = 39.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-18.41	-1.33	0.00	0.00	0.00	39.97

Segment Leq : 39.97 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 57.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.09
(NIGHT): 57.53

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 49.00 / 51.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 66.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 32327/2888 veh/TimePeriod *
Medium truck volume : 539/48 veh/TimePeriod *
Heavy truck volume : 1473/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37407
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 4.29
Day (16 hrs) % of Total Volume : 91.80

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 29066/3101 veh/TimePeriod *
Medium truck volume : 452/48 veh/TimePeriod *
Heavy truck volume : 995/106 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33768
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 90.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 7: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 156.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: ECR E-N/Srmp (day/night)

Car traffic volume : 15083/1365 veh/TimePeriod *
Medium truck volume : 208/19 veh/TimePeriod *
Heavy truck volume : 103/9 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16787
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 91.70

Data for Segment # 8: ECR E-N/Srmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 383.80 / 387.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 9: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.80 / 195.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 10: SpringGarden (day/night)

Car traffic volume : 5058/428 veh/TimePeriod
Medium truck volume : 0/0 veh/TimePeriod
Heavy truck volume : 0/0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 10: SpringGarden (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-21.74	-1.46	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-22.11	-1.46	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.12	3.12

ROAD (0.00 + 60.41 + 0.00) = 60.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.98	0.00	-6.46	-0.42	0.00	0.00	-15.69	60.41

Segment Leq : 60.41 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.35	0.00	-7.82	-0.42	0.00	0.00	-15.84	55.27

Segment Leq : 55.27 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.67 + 0.00) = 51.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.24	0.00	-24.11	-1.46	0.00	0.00	0.00	51.67

Segment Leq : 51.67 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.34 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.19	0.00	-24.44	-1.46	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 1.68 m

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	71.40	0.00	-17.00	-1.45	0.00	0.00	0.00	52.95

Segment Leq : 52.95 dBA

Results segment # 8: ECR E-N/Srmp (day)

Source height = 0.90 m

ROAD (0.00 + 39.14 + 0.00) = 39.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.97	0.00	-23.37	-1.46	0.00	0.00	0.00	39.14

Segment Leq : 39.14 dBA

Results segment # 9: 401NB offrmp (day)

Source height = 0.92 m

ROAD (0.00 + 46.29 + 0.00) = 46.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.38	0.00	-18.63	-1.46	0.00	0.00	0.00	46.29

Segment Leq : 46.29 dBA

Results segment # 10: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.10	0.00	-6.51	-1.46	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Total Leq All Segments: 63.10 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.93 m

ROAD (0.00 + 34.09 + 0.00) = 34.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-20.72	-1.33	0.00	0.00	0.00	34.09

 Segment Leq : 34.09 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.81 m

ROAD (0.00 + 34.62 + 0.00) = 34.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-21.12	-1.34	0.00	0.00	0.00	34.62

 Segment Leq : 34.62 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.38	3.38

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	80.38	0.00	-6.12	-0.18	0.00	0.00	-15.34	58.73

 Segment Leq : 58.73 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.15 !	3.15

ROAD (0.00 + 54.91 + 0.00) = 54.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.02	0.00	-7.40	-0.18	0.00	0.00	-15.54	54.91

Segment Leq : 54.91 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.44 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.88	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.34 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.47	0.00	-23.23	-1.31	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 1.68 m

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.68	0.00	-15.95	-1.29	0.00	0.00	0.00	49.44

Segment Leq : 49.44 dBA

Results segment # 8: ECR E-N/Srmp (night)

Source height = 0.90 m

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.51	0.00	-22.43	-1.33	0.00	0.00	0.00	32.74

Segment Leq : 32.74 dBA

Results segment # 9: 401NB offrmp (night)

Source height = 0.92 m

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.72	0.00	-17.71	-1.33	0.00	0.00	0.00	40.67

Segment Leq : 40.67 dBA

Results segment # 10: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.16 + 0.00) = 47.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.39	0.00	-0.87	-1.35	0.00	0.00	0.00	47.16

Segment Leq : 47.16 dBA

Total Leq All Segments: 61.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.10
(NIGHT): 61.08

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 121.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 129.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 111.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 85.80 / 71.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 84.00 / 70.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 143.80 / 129.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 142.00 / 128.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

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-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 44.26 + 0.00) = 44.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-17.91	-1.46	0.00	0.00	0.00	44.26

Segment Leq : 44.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.36 + 0.00) = 43.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.42	-1.46	0.00	0.00	0.00	43.36

Segment Leq : 43.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.73	!	2.73

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.35	0.00	-10.41	-0.26	0.00	0.00	-16.74	51.93

Segment Leq : 51.93 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.78	!	2.78

ROAD (0.00 + 56.27 + 0.00) = 56.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.98	0.00	-9.73	-0.26	0.00	0.00	-16.71	56.27

Segment Leq : 56.27 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.78	1.78

ROAD (0.00 + 48.22 + 0.00) = 48.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-7.57	0.00	0.00	0.00	-15.61	48.22

Segment Leq : 48.22 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.04	1.04

ROAD (0.00 + 38.36 + 0.00) = 38.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-9.82	0.00	0.00	0.00	-18.20	38.36

Segment Leq : 38.36 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Total Leq All Segments: 59.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-16.77	-1.33	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-17.47	-1.34	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.90	2.90

ROAD (0.00 + 52.32 + 0.00) = 52.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-9.11	-0.01	0.00	0.00	-16.59	52.32

Segment Leq : 52.32 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.99	!	2.99

ROAD (0.00 + 55.43 + 0.00) = 55.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-8.41	-0.01	0.00	0.00	-16.52	55.43

Segment Leq : 55.43 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.68	!	4.50	!	1.87	!	1.87

ROAD (0.00 + 44.44 + 0.00) = 44.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-6.80	0.00	0.00	0.00	-15.44	44.44

Segment Leq : 44.44 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.92 !	4.50 !	1.09 !	1.09

ROAD (0.00 + 32.19 + 0.00) = 32.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-9.37	0.00	0.00	0.00	-18.15	32.19

Segment Leq : 32.19 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 58.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.49
(NIGHT): 58.09

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3119/1150 veh/TimePeriod *
Medium truck volume : 488/180 veh/TimePeriod *
Heavy truck volume : 4586/1690 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11213
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.96
Heavy Truck % of Total Volume : 55.97
Day (16 hrs) % of Total Volume : 73.07

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 86.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 6318/1733 veh/TimePeriod *
Medium truck volume : 1110/305 veh/TimePeriod *
Heavy truck volume : 10628/2916 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23011
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.15
Heavy Truck % of Total Volume : 58.86
Day (16 hrs) % of Total Volume : 78.47

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 74.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 85.00 / 69.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB onramp (day/night)

Car traffic volume : 14666/2477 veh/TimePeriod *
Medium truck volume : 292/49 veh/TimePeriod *
Heavy truck volume : 1285/217 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18987
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.91
Day (16 hrs) % of Total Volume : 85.55

Data for Segment # 5: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 61.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 16407/1777 veh/TimePeriod *
Medium truck volume : 243/26 veh/TimePeriod *
Heavy truck volume : 122/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18589
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 90.23

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Lamont Ave. (day/night)

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-----
Car traffic volume : 5059/427 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5486
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.21

```

Data for Segment # 7: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 44.26 + 0.00) = 44.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-17.91	-1.46	0.00	0.00	0.00	44.26

Segment Leq : 44.26 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.36 + 0.00) = 43.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.42	-1.46	0.00	0.00	0.00	43.36

Segment Leq : 43.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 52.95 + 0.00) = 52.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.35	0.00	-9.44	-0.26	0.00	0.00	-16.70	52.95

Segment Leq : 52.95 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.89	!	2.89

ROAD (0.00 + 57.54 + 0.00) = 57.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.98	0.00	-8.53	-0.26	0.00	0.00	-16.65	57.54

Segment Leq : 57.54 dBA

Results segment # 5: 401SB onramp (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.82	1.82

ROAD (0.00 + 49.64 + 0.00) = 49.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-6.22	0.00	0.00	0.00	-15.53	49.64

Segment Leq : 49.64 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	1.50	1.07	1.07

ROAD (0.00 + 39.24 + 0.00) = 39.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-8.95	0.00	0.00	0.00	-18.19	39.24

Segment Leq : 39.24 dBA

Results segment # 7: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 52.73 + 0.00) = 52.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.10	0.00	-4.37	0.00	0.00	0.00	0.00	52.73

Segment Leq : 52.73 dBA

Total Leq All Segments: 60.42 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.14	0.00	-16.77	-1.33	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 38.27 + 0.00) = 38.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.07	0.00	-17.47	-1.34	0.00	0.00	0.00	38.27

Segment Leq : 38.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.07	3.07

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-7.88	-0.01	0.00	0.00	-16.46	53.68

Segment Leq : 53.68 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.22 !	3.22

ROAD (0.00 + 57.05 + 0.00) = 57.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.38	0.00	-6.98	-0.01	0.00	0.00	-16.33	57.05

Segment Leq : 57.05 dBA

Results segment # 5: 401SB onramp (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.68 !	4.50 !	1.98 !	1.98

ROAD (0.00 + 46.74 + 0.00) = 46.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.68	0.00	-4.85	0.00	0.00	0.00	-15.10	46.74

Segment Leq : 46.74 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.92	!	4.50	!	1.14	!	1.14

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-8.36	0.00	0.00	0.00	-18.11	33.24

Segment Leq : 33.24 dBA

Results segment # 7: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.38	0.00	-0.28	0.00	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Total Leq All Segments: 59.46 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.42
(NIGHT): 59.46

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8739/771 veh/TimePeriod *
Medium truck volume : 129/11 veh/TimePeriod *
Heavy truck volume : 64/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 91.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9249/1125 veh/TimePeriod *
Medium truck volume : 84/10 veh/TimePeriod *
Heavy truck volume : 42/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 89.16

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 70.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 68.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.50 / 87.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 85.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4487/432 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4989
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 91.21
    
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.47 ! 1.47
    
```

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.63 0.00 -13.97 -1.33 0.00 0.00 -5.01 43.32
-----
    
```

Segment Leq : 43.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 41.99 + 0.00) = 41.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.24	0.00	-14.90	-1.34	0.00	0.00	-5.01	41.99

Segment Leq : 41.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	3.18 !	3.18

ROAD (0.00 + 58.39 + 0.00) = 58.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.08	0.00	-6.90	0.00	0.00	0.00	-17.80	58.39

Segment Leq : 58.39 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.80 !	2.80

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-7.81	0.00	0.00	0.00	-17.91	54.50

Segment Leq : 54.50 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	1.36 !	1.36

ROAD (0.00 + 50.04 + 0.00) = 50.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.13	0.00	-3.01	0.00	0.00	0.00	-5.08	50.04

Segment Leq : 50.04 dBA

Total Leq All Segments: 60.45 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	4.40	4.40

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.14	0.00	-13.00	-1.17	0.00	0.00	-0.07	41.90*
-90	90	0.59	56.14	0.00	-13.79	-1.33	0.00	0.00	0.00	41.01

* Bright Zone !

Segment Leq : 41.01 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.41	4.41

ROAD (0.00 + 40.98 + 0.00) = 40.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	57.07	0.00	-13.91	-1.17	0.00	0.00	-0.07	41.92*
-90	90	0.59	57.07	0.00	-14.76	-1.34	0.00	0.00	0.00	40.98

* Bright Zone !

Segment Leq : 40.98 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	4.50 !	3.45 !	3.45

ROAD (0.00 + 55.00 + 0.00) = 55.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-6.72	0.00	0.00	0.00	-17.63	55.00

Segment Leq : 55.00 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	4.50 !	3.01 !	3.01

ROAD (0.00 + 50.31 + 0.00) = 50.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-7.66	0.00	0.00	0.00	-17.79	50.31

Segment Leq : 50.31 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.82	!	4.50	!	5.73	!	5.73

ROAD (0.00 + 50.17 + 0.00) = 50.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.97	0.00	-0.79	0.00	0.00	0.00	99.00	149.17
-90	90	0.00	50.97	0.00	-0.79	0.00	0.00	0.00	0.00	50.17

* Bright Zone !

Segment Leq : 50.17 dBA

Total Leq All Segments: 57.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.45
(NIGHT): 57.43

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7660/665 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 17/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8380
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.01

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7937/878 veh/TimePeriod *
Medium truck volume : 80/9 veh/TimePeriod *
Heavy truck volume : 39/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.00 / 106.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22184/4696 veh/TimePeriod *
Medium truck volume : 1251/265 veh/TimePeriod *
Heavy truck volume : 10187/2156 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40739
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 30.30
Day (16 hrs) % of Total Volume : 82.53

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 52.50 / 49.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 47.00 / 44.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 19296/3459 veh/TimePeriod *
Medium truck volume : 741/133 veh/TimePeriod *
Heavy truck volume : 4897/878 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29403
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.97
Heavy Truck % of Total Volume : 19.64
Day (16 hrs) % of Total Volume : 84.80

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 70.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 12.00 m
Barrier receiver distance : 65.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 12.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 4487/432 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4989
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 91.21
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.69 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.69 ! 1.50 ! -0.58 ! 1.42
  
```

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 61.80 0.00 -7.97 0.00 0.00 0.00 -10.36 43.47
-----
  
```

Segment Leq : 43.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.67	0.00	-8.61	0.00	0.00	0.00	-10.26	43.80

Segment Leq : 43.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	1.50 !	3.51 !	3.51

ROAD (0.00 + 59.97 + 0.00) = 59.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.08	0.00	-5.44	0.00	0.00	0.00	-17.67	59.97

Segment Leq : 59.97 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	1.50 !	2.99 !	2.99

ROAD (0.00 + 55.65 + 0.00) = 55.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.21	0.00	-6.72	0.00	0.00	0.00	-17.84	55.65

Segment Leq : 55.65 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 41.46 + 0.00) = 41.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.13	0.00	-6.09	0.00	0.00	0.00	-10.58	41.46

Segment Leq : 41.46 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	4.50	2.24	4.24

ROAD (0.00 + 46.24 + 0.00) = 46.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-7.83	0.00	0.00	0.00	-4.45	41.79*
-90	90	0.00	54.07	0.00	-7.83	0.00	0.00	0.00	0.00	46.24

* Bright Zone !

Segment Leq : 46.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	2.29	4.29

ROAD (0.00 + 47.58 + 0.00) = 47.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.07	0.00	-8.49	0.00	0.00	0.00	-4.31	43.27*
-90	90	0.00	56.07	0.00	-8.49	0.00	0.00	0.00	0.00	47.58

* Bright Zone !

Segment Leq : 47.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.35 !	4.50 !	3.92 !	3.92

ROAD (0.00 + 56.77 + 0.00) = 56.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.35	0.00	-5.19	0.00	0.00	0.00	-17.39	56.77

Segment Leq : 56.77 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.11 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.11 !	4.50 !	3.28 !	3.28

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.76	0.00	-6.53	0.00	0.00	0.00	-17.67	51.55

Segment Leq : 51.55 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.82 ! 4.50 ! 1.81 ! 3.81

ROAD (0.00 + 39.66 + 0.00) = 39.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.97	0.00	-6.30	0.00	0.00	0.00	-5.00	39.66

Segment Leq : 39.66 dBA

Total Leq All Segments: 58.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 58.61

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 368.00 / 365.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 385.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 200.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.50 / 217.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 218.00 / 212.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 259.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.80 / 144.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: Todd Lane (day/night)

```

-----
Car traffic volume : 20959/1670 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.62

```

Data for Segment # 7: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 37.89 + 0.00) = 37.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-23.07	-1.46	0.00	0.00	0.00	37.89

Segment Leq : 37.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 38.39 + 0.00) = 38.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-23.40	-1.46	0.00	0.00	0.00	38.39

Segment Leq : 38.39 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.56	2.56

ROAD (0.00 + 52.36 + 0.00) = 52.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.91	0.00	-13.79	-0.57	0.00	0.00	-15.19	52.36

Segment Leq : 52.36 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.49	2.49

ROAD (0.00 + 48.96 + 0.00) = 48.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.06	0.00	-14.25	-0.57	0.00	0.00	-15.28	48.96

Segment Leq : 48.96 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 41.86 + 0.00) = 41.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-20.70	-1.46	0.00	0.00	0.00	41.86

Segment Leq : 41.86 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 47.22 + 0.00) = 47.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-16.73	-1.46	0.00	0.00	0.00	47.22

Segment Leq : 47.22 dBA

Results segment # 7: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 58.31 + 0.00) = 58.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.27	0.00	-4.96	0.00	0.00	0.00	0.00	58.31

Segment Leq : 58.31 dBA

Total Leq All Segments: 60.04 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 31.31 + 0.00) = 31.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-22.09	-1.34	0.00	0.00	0.00	31.31

Segment Leq : 31.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 32.55 + 0.00) = 32.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.18	0.00	-22.30	-1.34	0.00	0.00	0.00	32.55

Segment Leq : 32.55 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.48	0.00	-12.62	-0.34	0.00	0.00	-15.03	49.49

Segment Leq : 49.49 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.57	2.57

ROAD (0.00 + 46.08 + 0.00) = 46.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.63	0.00	-13.06	-0.35	0.00	0.00	-15.14	46.08

Segment Leq : 46.08 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 37.81 + 0.00) = 37.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.85	0.00	-19.71	-1.34	0.00	0.00	0.00	37.81

Segment Leq : 37.81 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 45.21 + 0.00) = 45.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	62.14	0.00	-15.61	-1.33	0.00	0.00	0.00	45.21

Segment Leq : 45.21 dBA

Results segment # 7: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.30	0.00	-2.22	0.00	0.00	0.00	0.00	53.08

Segment Leq : 53.08 dBA

Total Leq All Segments: 55.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.04
(NIGHT): 55.74

Filename: s_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8699/727 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9494
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 92.29

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 179.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8359/832 veh/TimePeriod *
Medium truck volume : 107/11 veh/TimePeriod *
Heavy truck volume : 54/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9368
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.26
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 90.95

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 198.00 / 195.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 79.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 74.00 / 71.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.50 / 94.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 93.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 11.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB onrmp (day/night)

Car traffic volume : 11414/1749 veh/TimePeriod *
Medium truck volume : 84/13 veh/TimePeriod *
Heavy truck volume : 48/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 86.71

Data for Segment # 5: 401NB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 103.80 / 99.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 12852/3024 veh/TimePeriod *
Medium truck volume : 94/22 veh/TimePeriod *
Heavy truck volume : 131/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 80.95
    
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 43.00 + 0.00) = 43.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-17.95	-1.46	0.00	0.00	0.00	43.00

Segment Leq : 43.00 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 43.18 + 0.00) = 43.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.24	0.00	-18.60	-1.46	0.00	0.00	0.00	43.18

Segment Leq : 43.18 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.10	3.10

ROAD (0.00 + 57.16 + 0.00) = 57.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.91	0.00	-7.24	0.00	0.00	0.00	-17.51	57.16

Segment Leq : 57.16 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.91	2.91

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.06	0.00	-8.17	0.00	0.00	0.00	-17.58	53.31

Segment Leq : 53.31 dBA

Results segment # 5: 401NB onrmp (day)

Source height = 0.80 m

ROAD (0.00 + 48.62 + 0.00) = 48.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.02	0.00	-13.95	-1.46	0.00	0.00	0.00	48.62

Segment Leq : 48.62 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 1.00 m

ROAD (0.00 + 53.30 + 0.00) = 53.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.41	0.00	-10.66	-1.46	0.00	0.00	0.00	53.30

Segment Leq : 53.30 dBA

Total Leq All Segments: 60.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 36.24 + 0.00) = 36.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-17.16	-1.34	0.00	0.00	0.00	36.24

Segment Leq : 36.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 37.15 + 0.00) = 37.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.18	0.00	-17.70	-1.34	0.00	0.00	0.00	37.15

Segment Leq : 37.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.34	3.34

ROAD (0.00 + 53.08 + 0.00) = 53.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.48	0.00	-7.08	0.00	0.00	0.00	-17.33	53.08

Segment Leq : 53.08 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	3.11	3.11

ROAD (0.00 + 49.19 + 0.00) = 49.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.63	0.00	-7.99	0.00	0.00	0.00	-17.45	49.19

Segment Leq : 49.19 dBA

Results segment # 5: 401NB onrmp (night)

Source height = 0.79 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.85	0.00	-13.10	-1.34	0.00	0.00	0.00	44.42

Segment Leq : 44.42 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 1.00 m

ROAD (0.00 + 51.07 + 0.00) = 51.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	62.14	0.00	-9.75	-1.33	0.00	0.00	0.00	51.07

Segment Leq : 51.07 dBA

Total Leq All Segments: 56.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.26
(NIGHT): 56.54

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 366.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 399.00 / 379.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 217.50 / 201.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 212.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 234.50 / 219.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 229.00 / 214.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 20959/1670 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22629
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.62

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.80 / 262.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 7: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.80 / 127.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 41.27 + 0.00) = 41.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.03	0.00	-23.30	-1.46	0.00	0.00	0.00	41.27

Segment Leq : 41.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.70	0.00	-23.65	-1.46	0.00	0.00	0.00	39.59

Segment Leq : 39.59 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.55	2.55

ROAD (0.00 + 52.05 + 0.00) = 52.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.91	0.00	-14.09	-0.57	0.00	0.00	-15.20	52.05

Segment Leq : 52.05 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.49	2.49

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.06	0.00	-14.50	-0.57	0.00	0.00	-15.29	48.69

Segment Leq : 48.69 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.12 + 0.00) = 55.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.27	0.00	-6.70	-1.46	0.00	0.00	0.00	55.12

Segment Leq : 55.12 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 39.34 + 0.00) = 39.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.84	0.00	-21.04	-1.46	0.00	0.00	0.00	39.34

Segment Leq : 39.34 dBA

Results segment # 7: 401SB on rmp (day)

Source height = 0.62 m

ROAD (0.00 + 43.38 + 0.00) = 43.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.08	0.00	-16.25	-1.46	0.00	0.00	0.00	43.38

Segment Leq : 43.38 dBA

Total Leq All Segments: 57.87 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 34.54 + 0.00) = 34.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.88	0.00	-22.01	-1.33	0.00	0.00	0.00	34.54

Segment Leq : 34.54 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.90 + 0.00) = 33.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.54	0.00	-22.30	-1.34	0.00	0.00	0.00	33.90

Segment Leq : 33.90 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.65	2.65

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.48	0.00	-12.67	-0.34	0.00	0.00	-15.03	49.44

Segment Leq : 49.44 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.57	2.57

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.63	0.00	-13.11	-0.35	0.00	0.00	-15.14	46.04

Segment Leq : 46.04 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.86 + 0.00) = 49.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.30	0.00	-4.08	-1.35	0.00	0.00	0.00	49.86

Segment Leq : 49.86 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.82 m

ROAD (0.00 + 35.82 + 0.00) = 35.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.94	0.00	-19.78	-1.34	0.00	0.00	0.00	35.82

Segment Leq : 35.82 dBA

Results segment # 7: 401SB on rmp (night)

Source height = 0.63 m

ROAD (0.00 + 42.36 + 0.00) = 42.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	58.56	0.00	-14.85	-1.35	0.00	0.00	0.00	42.36

Segment Leq : 42.36 dBA

Total Leq All Segments: 54.00 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.87
(NIGHT): 54.00

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 15557/1189 veh/TimePeriod *
Medium truck volume : 130/10 veh/TimePeriod *
Heavy truck volume : 130/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17025
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 273.00 / 269.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13056/1246 veh/TimePeriod *
Medium truck volume : 107/10 veh/TimePeriod *
Heavy truck volume : 60/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 91.29

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 285.00 / 281.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10977/1981 veh/TimePeriod *
Medium truck volume : 931/168 veh/TimePeriod *
Heavy truck volume : 8025/1449 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23531
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.67
Heavy Truck % of Total Volume : 40.26
Day (16 hrs) % of Total Volume : 84.71

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 181.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8734/1573 veh/TimePeriod *
Medium truck volume : 568/102 veh/TimePeriod *
Heavy truck volume : 4007/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15706
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.27
Heavy Truck % of Total Volume : 30.11
Day (16 hrs) % of Total Volume : 84.74

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 204.50 / 199.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 199.00 / 194.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 6694/1078 veh/TimePeriod *
Medium truck volume : 60/10 veh/TimePeriod *
Heavy truck volume : 31/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7877
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 0.45
Day (16 hrs) % of Total Volume : 86.13

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.80 / 216.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 218.00 / 215.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 6805/1893 veh/TimePeriod *
Medium truck volume : 21/6 veh/TimePeriod *
Heavy truck volume : 10/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8737
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.30
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 78.24
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 159.80 / 153.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 158.00 / 152.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 43.66 + 0.00) = 43.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.03	0.00	-20.92	-1.46	0.00	0.00	0.00	43.66

Segment Leq : 43.66 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 42.02 + 0.00) = 42.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.70	0.00	-21.23	-1.46	0.00	0.00	0.00	42.02

Segment Leq : 42.02 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.58	2.58

ROAD (0.00 + 52.89 + 0.00) = 52.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.91	0.00	-13.28	-0.57	0.00	0.00	-15.17	52.89

Segment Leq : 52.89 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.51	2.51

ROAD (0.00 + 49.44 + 0.00) = 49.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.06	0.00	-13.78	-0.57	0.00	0.00	-15.27	49.44

Segment Leq : 49.44 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	0.84	0.84

ROAD (0.00 + 32.10 + 0.00) = 32.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	61.84	0.00	-18.19	-1.29	0.00	0.00	-10.27	32.10

Segment Leq : 32.10 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 0.62 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.62	1.50	0.65	0.65

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.08	0.00	-16.10	-1.30	0.00	0.00	-11.07	32.62

Segment Leq : 32.62 dBA

Total Leq All Segments: 55.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 36.66 + 0.00) = 36.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.88	0.00	-19.89	-1.33	0.00	0.00	0.00	36.66

Segment Leq : 36.66 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 35.96 + 0.00) = 35.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.54	0.00	-20.24	-1.34	0.00	0.00	0.00	35.96

Segment Leq : 35.96 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.68	2.68

ROAD (0.00 + 49.99 + 0.00) = 49.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.48	0.00	-12.16	-0.34	0.00	0.00	-14.99	49.99

Segment Leq : 49.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.60	2.60

ROAD (0.00 + 46.54 + 0.00) = 46.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.63	0.00	-12.64	-0.35	0.00	0.00	-15.11	46.54

Segment Leq : 46.54 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	0.87 !	0.87

ROAD (0.00 + 28.63 + 0.00) = 28.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	56.94	0.00	-17.06	-1.12	0.00	0.00	-10.13	28.63

Segment Leq : 28.63 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 0.63 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.63 !	4.50 !	0.70 !	0.70

ROAD (0.00 + 31.67 + 0.00) = 31.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	58.56	0.00	-14.92	-1.13	0.00	0.00	-10.85	31.67

Segment Leq : 31.67 dBA

Total Leq All Segments: 51.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.12
(NIGHT): 51.92

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7813/735 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8548
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6554/678 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7245
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.12
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 90.63

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.50 / 118.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 110.00 / 113.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 133.50 / 136.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 128.00 / 131.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.78 + 0.00) = 42.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.21	0.00	-16.97	-1.46	0.00	0.00	0.00	42.78

Segment Leq : 42.78 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 41.48 + 0.00) = 41.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.65	0.00	-17.71	-1.46	0.00	0.00	0.00	41.48

Segment Leq : 41.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.69	2.69

ROAD (0.00 + 56.25 + 0.00) = 56.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-10.75	-0.57	0.00	0.00	-15.04	56.25

Segment Leq : 56.25 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.53	2.53

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-11.55	-0.58	0.00	0.00	-15.26	52.97

Segment Leq : 52.97 dBA

Total Leq All Segments: 58.15 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 36.11 + 0.00) = 36.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.96	0.00	-16.49	-1.35	0.00	0.00	0.00	36.11

Segment Leq : 36.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.15 + 0.00) = 35.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.69	0.00	-17.19	-1.35	0.00	0.00	0.00	35.15

Segment Leq : 35.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.82	2.82

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-10.08	-0.34	0.00	0.00	-14.77	53.74

Segment Leq : 53.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 2.64 ! 2.64

ROAD (0.00 + 50.12 + 0.00) = 50.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.32	0.00	-10.81	-0.35	0.00	0.00	-15.04	50.12

Segment Leq : 50.12 dBA

Total Leq All Segments: 55.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.15
(NIGHT): 55.40

Filename: s_ij_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 236.50 / 229.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 252.50 / 245.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.50 / 186.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 7.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 205.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 206.00 / 200.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-19.88	-1.46	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.44 + 0.00) = 40.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-20.35	-1.46	0.00	0.00	0.00	40.44

Segment Leq : 40.44 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	8.28	8.28

ROAD (0.00 + 63.06 + 0.00) = 63.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	82.61	0.00	-16.80	-1.20	0.00	0.00	-0.03	64.57*
-90	90	0.63	82.61	0.00	-18.14	-1.41	0.00	0.00	0.00	63.06

* Bright Zone !

Segment Leq : 63.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.43	2.43

ROAD (0.00 + 50.43 + 0.00) = 50.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-13.99	-0.58	0.00	0.00	-15.37	50.43

Segment Leq : 50.43 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.56 m

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-5.68	-1.46	0.00	0.00	0.00	55.16

Segment Leq : 55.16 dBA

Total Leq All Segments: 63.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.34 + 0.00) = 31.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-18.96	-1.35	0.00	0.00	0.00	31.34

Segment Leq : 31.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.46 + 0.00) = 35.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-19.42	-1.35	0.00	0.00	0.00	35.46

Segment Leq : 35.46 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.67	2.67

ROAD (0.00 + 60.79 + 0.00) = 60.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	78.93	0.00	-15.58	-1.03	0.00	0.00	-3.26	59.07*
-90	90	0.54	78.93	0.00	-16.89	-1.25	0.00	0.00	0.00	60.79

* Bright Zone !

Segment Leq : 60.79 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.52	2.52

ROAD (0.00 + 47.94 + 0.00) = 47.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.32	0.00	-12.81	-0.35	0.00	0.00	-15.22	47.94

Segment Leq : 47.94 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.55 m

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.74	0.00	-2.34	-1.35	0.00	0.00	0.00	50.05

Segment Leq : 50.05 dBA

Total Leq All Segments: 61.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.95
(NIGHT): 61.36

Filename: s_ij_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6411/432 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6843
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.00 / 214.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9615/1229 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.08
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 88.67

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 237.00 / 230.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 172.00 / 166.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 189.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 190.00 / 184.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.50 + 0.00) = 39.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.36	0.00	-19.39	-1.46	0.00	0.00	0.00	39.50

Segment Leq : 39.50 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 40.90 + 0.00) = 40.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.25	0.00	-19.90	-1.46	0.00	0.00	0.00	40.90

Segment Leq : 40.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.59	2.59

ROAD (0.00 + 53.87 + 0.00) = 53.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.61	0.00	-13.02	-0.57	0.00	0.00	-15.16	53.87

Segment Leq : 53.87 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.44	2.44

ROAD (0.00 + 50.86 + 0.00) = 50.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.37	0.00	-13.57	-0.58	0.00	0.00	-15.36	50.86

Segment Leq : 50.86 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.56 m

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-5.68	-1.46	0.00	0.00	0.00	55.16

Segment Leq : 55.16 dBA

Total Leq All Segments: 58.54 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.83 + 0.00) = 31.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.65	0.00	-18.47	-1.35	0.00	0.00	0.00	31.83

Segment Leq : 31.83 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 35.91 + 0.00) = 35.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.24	0.00	-18.97	-1.35	0.00	0.00	0.00	35.91

Segment Leq : 35.91 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.69	2.69

ROAD (0.00 + 51.74 + 0.00) = 51.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.93	0.00	-11.88	-0.34	0.00	0.00	-14.97	51.74

Segment Leq : 51.74 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.54 !	2.54

ROAD (0.00 + 48.37 + 0.00) = 48.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.32	0.00	-12.41	-0.35	0.00	0.00	-15.19	48.37

Segment Leq : 48.37 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.55 m

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.74	0.00	-2.34	-1.35	0.00	0.00	0.00	50.05

Segment Leq : 50.05 dBA

Total Leq All Segments: 55.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.54
(NIGHT): 55.11

Filename: s_jk_1_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 114.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 133.50 / 130.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 74.50 / 71.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 69.00 / 66.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 92.50 / 89.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 87.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-8.94	0.00	0.00	0.00	0.00	50.96

Segment Leq : 50.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-9.49	0.00	0.00	0.00	0.00	53.40

Segment Leq : 53.40 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.85	2.85

ROAD (0.00 + 60.81 + 0.00) = 60.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-6.96	0.00	0.00	0.00	-14.84	60.81

Segment Leq : 60.81 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.64	2.64

ROAD (0.00 + 57.34 + 0.00) = 57.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-7.90	0.00	0.00	0.00	-15.13	57.34

Segment Leq : 57.34 dBA

Results segment # 5: Cousineau (day)

Source height = 0.56 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.30	0.00	-4.37	0.00	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Total Leq All Segments: 64.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.88 + 0.00) = 42.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-8.83	0.00	0.00	0.00	0.00	42.88

Segment Leq : 42.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 46.28 + 0.00) = 46.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-9.40	0.00	0.00	0.00	0.00	46.28

Segment Leq : 46.28 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.10	3.10

ROAD (0.00 + 57.81 + 0.00) = 57.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-6.78	0.00	0.00	0.00	-14.34	57.81

Segment Leq : 57.81 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	4.50	!	2.84	!	2.84

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-7.76	0.00	0.00	0.00	-14.75	53.82

Segment Leq : 53.82 dBA

Results segment # 5: Cousineau (night)

Source height = 0.55 m

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.74	0.00	-3.68	0.00	0.00	0.00	0.00	50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 60.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.33
(NIGHT): 60.04

Filename: s_jk_1_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 78.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 94.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.50 / 32.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 30.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 / 50.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 48.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 15357/1075 veh/TimePeriod *
Medium truck volume : 31/2 veh/TimePeriod *
Heavy truck volume : 15/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16481
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.20
Heavy Truck % of Total Volume : 0.10
Day (16 hrs) % of Total Volume : 93.46

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.90	0.00	-7.16	0.00	0.00	0.00	0.00	52.74

Segment Leq : 52.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.89	0.00	-7.97	0.00	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.35	3.35

ROAD (0.00 + 64.70 + 0.00) = 64.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.61	0.00	-3.74	0.00	0.00	0.00	-14.17	64.70

Segment Leq : 64.70 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.91	2.91

ROAD (0.00 + 60.06 + 0.00) = 60.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.37	0.00	-5.52	0.00	0.00	0.00	-14.79	60.06

Segment Leq : 60.06 dBA

Results segment # 5: Cousineau (day)

Source height = 0.56 m

ROAD (0.00 + 57.93 + 0.00) = 57.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.30	0.00	-4.37	0.00	0.00	0.00	0.00	57.93

Segment Leq : 57.93 dBA

Total Leq All Segments: 67.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 44.72 + 0.00) = 44.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.71	0.00	-6.99	0.00	0.00	0.00	0.00	44.72

Segment Leq : 44.72 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.68	0.00	-7.83	0.00	0.00	0.00	0.00	47.85

Segment Leq : 47.85 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.94	3.94

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-3.36	0.00	0.00	0.00	-12.82	62.75

Segment Leq : 62.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	3.27 !	3.27

ROAD (0.00 + 57.01 + 0.00) = 57.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.32	0.00	-5.27	0.00	0.00	0.00	-14.04	57.01

Segment Leq : 57.01 dBA

Results segment # 5: Cousineau (night)

Source height = 0.55 m

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.74	0.00	-3.68	0.00	0.00	0.00	0.00	50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 64.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.06
(NIGHT): 64.11

Filename: s_jk_2_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 141.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 153.50 / 157.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 98.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 89.00 / 93.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 108.00 / 111.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-15.97	-1.46	0.00	0.00	0.00	42.47

Segment Leq : 42.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-16.77	-1.46	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.70	2.70

ROAD (0.00 + 58.31 + 0.00) = 58.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.61	0.00	-10.18	-0.71	0.00	0.00	-13.41	58.31

Segment Leq : 58.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.52	2.52

ROAD (0.00 + 54.72 + 0.00) = 54.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.37	0.00	-11.22	-0.72	0.00	0.00	-13.71	54.72

Segment Leq : 54.72 dBA

Total Leq All Segments: 60.09 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 34.76 + 0.00) = 34.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-15.59	-1.35	0.00	0.00	0.00	34.76

Segment Leq : 34.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 38.05 + 0.00) = 38.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-16.28	-1.35	0.00	0.00	0.00	38.05

Segment Leq : 38.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.85	2.85

ROAD (0.00 + 55.72 + 0.00) = 55.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.93	0.00	-9.67	-0.50	0.00	0.00	-13.05	55.72

Segment Leq : 55.72 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 2.66 ! 2.66

ROAD (0.00 + 51.84 + 0.00) = 51.84 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.19 76.32 0.00 -10.57 -0.51 0.00 0.00 -13.41 51.84
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 51.84 dBA

Total Leq All Segments: 57.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.09
(NIGHT): 57.29

Filename: s_jk_2_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16770/3594 veh/TimePeriod *
Medium truck volume : 1099/236 veh/TimePeriod *
Heavy truck volume : 9275/1988 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32962
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.05
Heavy Truck % of Total Volume : 34.17
Day (16 hrs) % of Total Volume : 82.35

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.50 / 34.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 49.50 / 52.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 44.00 / 47.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-11.60	-1.46	0.00	0.00	0.00	46.84

Segment Leq : 46.84 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-12.76	-1.46	0.00	0.00	0.00	48.68

Segment Leq : 48.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.29	3.29

ROAD (0.00 + 65.35 + 0.00) = 65.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.61	0.00	-4.10	-0.71	0.00	0.00	-12.45	65.35

Segment Leq : 65.35 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.85	2.85

ROAD (0.00 + 59.80 + 0.00) = 59.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.37	0.00	-6.62	-0.72	0.00	0.00	-13.22	59.80

Segment Leq : 59.80 dBA

Total Leq All Segments: 66.54 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 38.90 + 0.00) = 38.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-11.46	-1.35	0.00	0.00	0.00	38.90

Segment Leq : 38.90 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 41.77 + 0.00) = 41.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-12.56	-1.35	0.00	0.00	0.00	41.77

Segment Leq : 41.77 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.69	3.69

ROAD (0.00 + 62.88 + 0.00) = 62.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.93	0.00	-4.28	-0.50	0.00	0.00	-11.28	62.88

Segment Leq : 62.88 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.27 ! 4.50 ! 3.13 ! 3.13

ROAD (0.00 + 56.85 + 0.00) = 56.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.32	0.00	-6.46	-0.51	0.00	0.00	-12.51	56.85

Segment Leq : 56.85 dBA

Total Leq All Segments: 63.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.54
(NIGHT): 63.89

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5700/438 veh/TimePeriod *
Medium truck volume : 2/0 veh/TimePeriod *
Heavy truck volume : 1/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6141
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.04
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9903/939 veh/TimePeriod *
Medium truck volume : 42/4 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10911
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 91.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.50 / 129.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 121.00 / 124.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13994/2757 veh/TimePeriod *
Medium truck volume : 757/149 veh/TimePeriod *
Heavy truck volume : 5324/1049 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24030
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.77
Heavy Truck % of Total Volume : 26.52
Day (16 hrs) % of Total Volume : 83.54

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.50 / 147.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 139.00 / 142.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

Car traffic volume : 30768/2224 veh/TimePeriod *
Medium truck volume : 411/30 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33655
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.26

Data for Segment # 5: Howard (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume : 3203/502 veh/TimePeriod *
Medium truck volume : 24/4 veh/TimePeriod *
Heavy truck volume : 19/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.74
Heavy Truck % of Total Volume : 0.59
Day (16 hrs) % of Total Volume : 86.46
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.80 / 61.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 39.25 + 0.00) = 39.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.90	0.00	-19.20	-1.46	0.00	0.00	0.00	39.25

Segment Leq : 39.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 41.76 + 0.00) = 41.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.89	0.00	-19.68	-1.46	0.00	0.00	0.00	41.76

Segment Leq : 41.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 56.42 + 0.00) = 56.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.44	0.00	-11.79	-0.71	0.00	0.00	-13.52	56.42

Segment Leq : 56.42 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.47	2.47

ROAD (0.00 + 53.30 + 0.00) = 53.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.37	0.00	-12.56	-0.72	0.00	0.00	-13.78	53.30

Segment Leq : 53.30 dBA

Results segment # 5: Howard (day)

Source height = 0.90 m

ROAD (0.00 + 58.27 + 0.00) = 58.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.96	0.00	-9.23	-1.46	0.00	0.00	0.00	58.27

Segment Leq : 58.27 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.87 m

ROAD (0.00 + 47.47 + 0.00) = 47.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.78	0.00	-9.85	-1.46	0.00	0.00	0.00	47.47

Segment Leq : 47.47 dBA

Total Leq All Segments: 61.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 31.76 + 0.00) = 31.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.71	0.00	-18.60	-1.35	0.00	0.00	0.00	31.76

Segment Leq : 31.76 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.68 m

ROAD (0.00 + 35.33 + 0.00) = 35.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.68	0.00	-19.00	-1.35	0.00	0.00	0.00	35.33

Segment Leq : 35.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.74	2.74

ROAD (0.00 + 54.11 + 0.00) = 54.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.93	0.00	-11.07	-0.50	0.00	0.00	-13.25	54.11

Segment Leq : 54.11 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.58	2.58

ROAD (0.00 + 50.49 + 0.00) = 50.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.32	0.00	-11.78	-0.51	0.00	0.00	-13.55	50.49

Segment Leq : 50.49 dBA

Results segment # 5: Howard (night)

Source height = 0.90 m

ROAD (0.00 + 50.03 + 0.00) = 50.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.57	0.00	-9.21	-1.33	0.00	0.00	0.00	50.03

Segment Leq : 50.03 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.88 m

ROAD (0.00 + 42.66 + 0.00) = 42.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.77	0.00	-9.77	-1.34	0.00	0.00	0.00	42.66

Segment Leq : 42.66 dBA

Total Leq All Segments: 56.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.47
(NIGHT): 56.93

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14632/1253 veh/TimePeriod *
Medium truck volume : 214/18 veh/TimePeriod *
Heavy truck volume : 108/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16234
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16188/1324 veh/TimePeriod *
Medium truck volume : 220/18 veh/TimePeriod *
Heavy truck volume : 111/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17869
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13758/3063 veh/TimePeriod *
Medium truck volume : 1051/234 veh/TimePeriod *
Heavy truck volume : 9019/2008 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29133
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.41
Heavy Truck % of Total Volume : 37.85
Day (16 hrs) % of Total Volume : 81.79

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6555/1391 veh/TimePeriod *
Medium truck volume : 542/115 veh/TimePeriod *
Heavy truck volume : 4236/899 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13738
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.78
Heavy Truck % of Total Volume : 37.38
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8679/1217 veh/TimePeriod *
Medium truck volume : 121/17 veh/TimePeriod *
Heavy truck volume : 60/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10103
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.37
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 87.70

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 30768/2224 veh/TimePeriod *
Medium truck volume : 411/30 veh/TimePeriod *
Heavy truck volume : 207/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33655
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.26

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 10911/1957 veh/TimePeriod *
Medium truck volume : 210/38 veh/TimePeriod *
Heavy truck volume : 813/146 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.81
Day (16 hrs) % of Total Volume : 84.79

```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.92 m

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.87	0.00	-12.15	0.00	0.00	0.00	0.00	53.72

Segment Leq : 53.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.76 + 0.00) = 53.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.20	0.00	-12.44	0.00	0.00	0.00	0.00	53.76

Segment Leq : 53.76 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 65.44 + 0.00) = 65.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.44	0.00	-8.22	0.00	0.00	0.00	-8.78	65.44

Segment Leq : 65.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 61.39 + 0.00) = 61.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.18	0.00	-8.94	0.00	0.00	0.00	-8.85	61.39

Segment Leq : 61.39 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.97	0.97

ROAD (0.00 + 38.45 + 0.00) = 38.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.51	0.00	-9.60	0.00	0.00	0.00	-15.46	38.45

Segment Leq : 38.45 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.90 m

ROAD (0.00 + 59.89 + 0.00) = 59.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.96	0.00	-9.07	0.00	0.00	0.00	0.00	59.89

Segment Leq : 59.89 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.62 m

ROAD (0.00 + 57.31 + 0.00) = 57.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.57	0.00	-12.27	0.00	0.00	0.00	0.00	57.31

Segment Leq : 57.31 dBA

Total Leq All Segments: 68.37 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.17	0.00	-11.80	0.00	0.00	0.00	0.00	46.37

Segment Leq : 46.37 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 46.21 + 0.00) = 46.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.33	0.00	-12.11	0.00	0.00	0.00	0.00	46.21

Segment Leq : 46.21 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 63.60 + 0.00) = 63.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.93	0.00	-7.35	0.00	0.00	0.00	-7.98	63.60

Segment Leq : 63.60 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.46	0.00	-8.26	0.00	0.00	0.00	-8.22	58.98

Segment Leq : 58.98 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.01	1.01

ROAD (0.00 + 33.66 + 0.00) = 33.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.94	0.00	-8.99	0.00	0.00	0.00	-15.29	33.66

Segment Leq : 33.66 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.90 m

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.57	0.00	-8.99	0.00	0.00	0.00	0.00	51.57

Segment Leq : 51.57 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.62 m

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.13	0.00	-11.93	0.00	0.00	0.00	0.00	53.20

Segment Leq : 53.20 dBA

Total Leq All Segments: 65.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.37
(NIGHT): 65.47

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 15920/3436 veh/TimePeriod *
Medium truck volume : 847/183 veh/TimePeriod *
Heavy truck volume : 5993/1293 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27671
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.72
Heavy Truck % of Total Volume : 26.33
Day (16 hrs) % of Total Volume : 82.25

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14723/3197 veh/TimePeriod *
Medium truck volume : 1138/247 veh/TimePeriod *
Heavy truck volume : 9655/2096 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 31056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.46
Heavy Truck % of Total Volume : 37.84
Day (16 hrs) % of Total Volume : 82.16

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.27 m

ROAD (0.00 + 64.56 + 0.00) = 64.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.88	0.00	-14.90	-1.42	0.00	0.00	0.00	64.56

Segment Leq : 64.56 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 67.39 + 0.00) = 67.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.74	0.00	-13.93	-1.41	0.00	0.00	0.00	67.39

Segment Leq : 67.39 dBA

Total Leq All Segments: 69.21 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.27 m

ROAD (0.00 + 61.73 + 0.00) = 61.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.23	0.00	-14.25	-1.26	0.00	0.00	0.00	61.73

Segment Leq : 61.73 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 64.51 + 0.00) = 64.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.12	0.00	-13.35	-1.25	0.00	0.00	0.00	64.51

Segment Leq : 64.51 dBA

Total Leq All Segments: 66.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.21
(NIGHT): 66.35

**APPENDIX B.6.1 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 3 2015**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```

-----
Car traffic volume : 6011/574 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6585
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.29
  
```

Data for Segment # 3: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.94 0.00 -8.95 -1.24 0.00 0.00 -13.83 39.92
-----
  
```

Segment Leq : 39.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	66.69	0.00	-5.93	-1.24	0.00	0.00	-14.07	45.46

Segment Leq : 45.46 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.36 + 0.00) = 32.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.85	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.36

Segment Leq : 32.36 dBA

Total Leq All Segments: 46.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.08 !	4.08

ROAD (0.00 + 39.38 + 0.00) = 39.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.52	0.00	-8.75	-1.07	0.00	0.00	-5.33	39.38

Segment Leq : 39.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 46.08 + 0.00) = 46.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.10	0.00	-6.08	-1.07	0.00	0.00	-5.88	46.08

Segment Leq : 46.08 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 33.63 + 0.00) = 33.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.66	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.63

Segment Leq : 33.63 dBA

Total Leq All Segments: 47.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 46.69
(NIGHT): 47.12

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```

-----
Car traffic volume : 6011/574 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6585
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.29
  
```

Data for Segment # 3: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.94 0.00 -8.95 -1.24 0.00 0.00 -13.83 39.92
-----
  
```

Segment Leq : 39.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	1.50	-0.58	1.42

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	66.69	0.00	-5.93	-1.24	0.00	0.00	-14.07	45.46

Segment Leq : 45.46 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.56	1.44

ROAD (0.00 + 32.36 + 0.00) = 32.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.85	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.36

Segment Leq : 32.36 dBA

Total Leq All Segments: 46.69 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	2.08 !	4.08

ROAD (0.00 + 39.38 + 0.00) = 39.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.52	0.00	-8.75	-1.07	0.00	0.00	-5.33	39.38

Segment Leq : 39.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 46.08 + 0.00) = 46.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.10	0.00	-6.08	-1.07	0.00	0.00	-5.88	46.08

Segment Leq : 46.08 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.63 + 0.00) = 33.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.66	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.63

Segment Leq : 33.63 dBA

Total Leq All Segments: 47.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 46.69
(NIGHT): 47.12

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 76.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

```

-----
Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67
  
```

Data for Segment # 4: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.50 / 35.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 39.75 + 0.00) = 39.75 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.94 0.00 -9.72 -1.24 0.00 0.00 -13.24 39.75
-----
  
```

Segment Leq : 39.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 44.91 + 0.00) = 44.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	66.69	0.00	-7.10	-1.24	0.00	0.00	-13.45	44.91

Segment Leq : 44.91 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.80 !	1.50 !	-0.48 !	1.52

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.90	0.00	-7.08	0.00	0.00	0.00	-13.02	49.80

Segment Leq : 49.80 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.96	1.50	-0.59	1.41

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	63.93	0.00	-4.72	-1.23	0.00	0.00	-13.67	44.31

Segment Leq : 44.31 dBA

Total Leq All Segments: 52.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	2.07	4.07

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.52	0.00	-9.43	-1.07	0.00	0.00	-5.30	38.71

Segment Leq : 38.71 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	4.50	!	1.87	!	3.87

ROAD (0.00 + 45.20 + 0.00) = 45.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.10	0.00	-7.10	-1.07	0.00	0.00	-5.73	45.20

Segment Leq : 45.20 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.80	!	4.50	!	2.23	!	4.23

ROAD (0.00 + 54.63 + 0.00) = 54.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.96	0.00	-7.24	0.00	0.00	0.00	-5.09	54.63

Segment Leq : 54.63 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.96 ! 4.50 ! 1.50 ! 3.50

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.52	0.00	-5.39	-1.06	0.00	0.00	-6.61	43.46

Segment Leq : 43.46 dBA

Total Leq All Segments: 55.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.12
(NIGHT): 55.48

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401NB offrmp (day/night)

```

-----
Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67
  
```

Data for Segment # 3: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 39.75 + 0.00) = 39.75 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 63.94 0.00 -9.72 -1.24 0.00 0.00 -13.24 39.75
-----
  
```

Segment Leq : 39.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 44.91 + 0.00) = 44.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	66.69	0.00	-7.10	-1.24	0.00	0.00	-13.45	44.91

Segment Leq : 44.91 dBA

Results segment # 3: 401NB offrmp (day)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.96 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 41.90 + 0.00) = 41.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.93	0.00	-8.99	0.00	0.00	0.00	-13.04	41.90

Segment Leq : 41.90 dBA

Total Leq All Segments: 47.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.84	!	4.50	!	2.07	!	4.07

ROAD (0.00 + 38.71 + 0.00) = 38.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.52	0.00	-9.43	-1.07	0.00	0.00	-5.30	38.71

Segment Leq : 38.71 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	4.50	!	1.87	!	3.87

ROAD (0.00 + 45.20 + 0.00) = 45.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.10	0.00	-7.10	-1.07	0.00	0.00	-5.73	45.20

Segment Leq : 45.20 dBA

Results segment # 3: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.96 ! 4.50 ! 2.44 ! 4.44

ROAD (0.00 + 47.64 + 0.00) = 47.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.52	0.00	-8.88	0.00	0.00	0.00	-5.00	42.64*
-90	90	0.00	56.52	0.00	-8.88	0.00	0.00	0.00	0.00	47.64

* Bright Zone !

Segment Leq : 47.64 dBA

Total Leq All Segments: 49.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.47
(NIGHT): 49.94

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11140/695 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 49/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11989
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 94.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 9549/1061 veh/TimePeriod *
Medium truck volume : 90/10 veh/TimePeriod *
Heavy truck volume : 45/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10760
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 90.00
  
```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.50 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 27.50 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.81 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.00 0.00 -6.84 0.00 0.00 0.00 -5.02 52.14
-----
  
```

Segment Leq : 52.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	1.50	1.40	1.40

ROAD (0.00 + 53.02 + 0.00) = 53.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.42	0.00	-5.36	0.00	0.00	0.00	-5.04	53.02

Segment Leq : 53.02 dBA

Total Leq All Segments: 55.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	3.33	3.33

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.95	0.00	-7.85	0.00	0.00	0.00	-1.23	45.86*
-90	90	0.00	54.95	0.00	-7.85	0.00	0.00	0.00	0.00	47.10

* Bright Zone !

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.83	!	4.50	!	3.08	!	3.08

ROAD (0.00 + 50.13 + 0.00) = 50.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-6.75	0.00	0.00	0.00	-1.53	48.60*
-90	90	0.00	56.88	0.00	-6.75	0.00	0.00	0.00	0.00	50.13

* Bright Zone !

Segment Leq : 50.13 dBA

Total Leq All Segments: 51.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.61
(NIGHT): 51.88

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14832/1135 veh/TimePeriod *
Medium truck volume : 120/9 veh/TimePeriod *
Heavy truck volume : 60/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.80
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 135.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12211/1245 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13680
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.09
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 18763/1406 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20169
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.03

```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 48.17 + 0.00) = 48.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.16	0.00	-15.54	-1.46	0.00	0.00	0.00	48.17

Segment Leq : 48.17 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 48.96 + 0.00) = 48.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.68	0.00	-14.27	-1.46	0.00	0.00	0.00	48.96

Segment Leq : 48.96 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.40 + 0.00) = 60.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.79	0.00	-2.39	0.00	0.00	0.00	0.00	60.40

Segment Leq : 60.40 dBA

Total Leq All Segments: 60.94 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 40.52 + 0.00) = 40.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.06	0.00	-15.20	-1.34	0.00	0.00	0.00	40.52

Segment Leq : 40.52 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 42.49 + 0.00) = 42.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.79	0.00	-13.97	-1.34	0.00	0.00	0.00	42.49

Segment Leq : 42.49 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.55	0.00	-2.86	0.00	0.00	0.00	0.00	51.69

Segment Leq : 51.69 dBA

Total Leq All Segments: 52.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.94
(NIGHT): 52.47

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14470/1062 veh/TimePeriod *
Medium truck volume : 68/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15643
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.47
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11718/1037 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 91.87

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 18763/1406 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20169
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.03

```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 57.01 + 0.00) = 57.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.62	0.00	-7.61	0.00	0.00	0.00	0.00	57.01

Segment Leq : 57.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 57.67 + 0.00) = 57.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.00	0.00	-6.33	0.00	0.00	0.00	0.00	57.67

Segment Leq : 57.67 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.99 + 0.00) = 58.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.79	0.00	-3.80	0.00	0.00	0.00	0.00	58.99

Segment Leq : 58.99 dBA

Total Leq All Segments: 62.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 47.97 + 0.00) = 47.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.36	0.00	-8.39	0.00	0.00	0.00	0.00	47.97

Segment Leq : 47.97 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 49.12 + 0.00) = 49.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.53	0.00	-7.40	0.00	0.00	0.00	0.00	49.12

Segment Leq : 49.12 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.69 + 0.00) = 52.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.55	0.00	-1.86	0.00	0.00	0.00	0.00	52.69

Segment Leq : 52.69 dBA

Total Leq All Segments: 55.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.74
(NIGHT): 55.19

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13676/1109 veh/TimePeriod *
Medium truck volume : 68/5 veh/TimePeriod *
Heavy truck volume : 34/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.49
Heavy Truck % of Total Volume : 0.25
Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 81.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6487/544 veh/TimePeriod *
Medium truck volume : 55/5 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.84
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 92.26

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.50 / 64.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 57.05 + 0.00) = 57.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.40	0.00	-7.35	0.00	0.00	0.00	0.00	57.05

Segment Leq : 57.05 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 55.51 + 0.00) = 55.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.63	0.00	-6.13	0.00	0.00	0.00	0.00	55.51

Segment Leq : 55.51 dBA

Total Leq All Segments: 59.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.51	0.00	-7.51	0.00	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 47.47 + 0.00) = 47.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.81	0.00	-6.33	0.00	0.00	0.00	0.00	47.47

Segment Leq : 47.47 dBA

Total Leq All Segments: 51.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.36
(NIGHT): 51.32

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7113/691 veh/TimePeriod *
Medium truck volume : 67/6 veh/TimePeriod *
Heavy truck volume : 221/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8120
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 2.99
Day (16 hrs) % of Total Volume : 91.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 209.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13769/1617 veh/TimePeriod *
Medium truck volume : 75/9 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15512
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 89.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 185.50 / 188.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Dr (day/night)

```

-----
Car traffic volume : 13331/1148 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14479
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.07
  
```

Data for Segment # 3: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.31 m

ROAD (0.00 + 44.67 + 0.00) = 44.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-18.90	-1.46	0.00	0.00	0.00	44.67

Segment Leq : 44.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 44.90 + 0.00) = 44.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-18.13	-1.46	0.00	0.00	0.00	44.90

Segment Leq : 44.90 dBA

Results segment # 3: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 42.52 + 0.00) = 42.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.31	0.00	-17.33	-1.46	0.00	0.00	0.00	42.52

Segment Leq : 42.52 dBA

Total Leq All Segments: 48.93 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.31 m

ROAD (0.00 + 38.49 + 0.00) = 38.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.85	0.00	-18.04	-1.31	0.00	0.00	0.00	38.49

Segment Leq : 38.49 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 39.30 + 0.00) = 39.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.16	0.00	-17.52	-1.34	0.00	0.00	0.00	39.30

Segment Leq : 39.30 dBA

Results segment # 3: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 35.78 + 0.00) = 35.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.67	0.00	-16.53	-1.35	0.00	0.00	0.00	35.78

Segment Leq : 35.78 dBA

Total Leq All Segments: 42.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.93
(NIGHT): 42.87

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 146.50 / 149.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Rd (day/night)

```

-----
Car traffic volume : 13331/1148 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14479
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.07
  
```

Data for Segment # 3: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

ROAD (0.00 + 54.38 + 0.00) = 54.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.28	0.00	-9.90	0.00	0.00	0.00	0.00	54.38

Segment Leq : 54.38 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 52.71 + 0.00) = 52.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.94	0.00	-9.23	0.00	0.00	0.00	0.00	52.71

Segment Leq : 52.71 dBA

Results segment # 3: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 61.31 + 0.00) = 61.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.31	0.00	0.00	0.00	0.00	0.00	0.00	61.31

Segment Leq : 61.31 dBA

Total Leq All Segments: 62.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

ROAD (0.00 + 47.81 + 0.00) = 47.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.79	0.00	-9.99	0.00	0.00	0.00	0.00	47.81

Segment Leq : 47.81 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 45.35 + 0.00) = 45.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.68	0.00	-9.33	0.00	0.00	0.00	0.00	45.35

Segment Leq : 45.35 dBA

Results segment # 3: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.88 + 0.00) = 52.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.67	0.00	-0.79	0.00	0.00	0.00	0.00	52.88

Segment Leq : 52.88 dBA

Total Leq All Segments: 54.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.58
(NIGHT): 54.61

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 372.50 / 375.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 350.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

ROAD (0.00 + 39.67 + 0.00) = 39.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-23.16	-1.46	0.00	0.00	0.00	39.67

Segment Leq : 39.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 37.76 + 0.00) = 37.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.94	0.00	-22.72	-1.46	0.00	0.00	0.00	37.76

Segment Leq : 37.76 dBA

Total Leq All Segments: 41.83 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

ROAD (0.00 + 34.51 + 0.00) = 34.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.79	0.00	-21.98	-1.30	0.00	0.00	0.00	34.51

Segment Leq : 34.51 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 31.50 + 0.00) = 31.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.68	0.00	-21.84	-1.34	0.00	0.00	0.00	31.50

Segment Leq : 31.50 dBA

Total Leq All Segments: 36.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 41.83
(NIGHT): 36.27

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard Ave. (day/night)

```

-----
Car traffic volume : 15720/1118 veh/TimePeriod *
Medium truck volume : 186/13 veh/TimePeriod *
Heavy truck volume : 93/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17136
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 93.36
    
```

Data for Segment # 3: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.36 ! 1.50 ! -1.03 ! 1.47
    
```

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.82 0.00 -8.63 0.00 0.00 0.00 -10.08 45.10
-----
    
```

Segment Leq : 45.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	1.50	-1.21	1.29

ROAD (0.00 + 43.55 + 0.00) = 43.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.32	0.00	-7.02	0.00	0.00	0.00	-10.75	43.55

Segment Leq : 43.55 dBA

Results segment # 3: Howard Ave. (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	-1.09	1.41

ROAD (0.00 + 45.34 + 0.00) = 45.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.86	0.00	-10.62	0.00	0.00	0.00	-9.90	45.34

Segment Leq : 45.34 dBA

Total Leq All Segments: 49.50 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.36 !	4.50 !	1.25 !	3.75

ROAD (0.00 + 42.24 + 0.00) = 42.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.00	0.00	-8.75	0.00	0.00	0.00	-6.01	42.24

Segment Leq : 42.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.86 !	4.50 !	0.72 !	3.22

ROAD (0.00 + 39.77 + 0.00) = 39.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-7.24	0.00	0.00	0.00	-7.06	39.77

Segment Leq : 39.77 dBA

Results segment # 3: Howard Ave. (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.44	0.00	-10.41	0.00	0.00	0.00	-5.65	41.37

Segment Leq : 41.37 dBA

Total Leq All Segments: 46.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.50
(NIGHT): 46.01

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11300/953 veh/TimePeriod *
Medium truck volume : 155/13 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.22

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12320/892 veh/TimePeriod *
Medium truck volume : 174/13 veh/TimePeriod *
Heavy truck volume : 87/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.25

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11922/2515 veh/TimePeriod *
Medium truck volume : 701/148 veh/TimePeriod *
Heavy truck volume : 5631/1188 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 30.85
Day (16 hrs) % of Total Volume : 82.58

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11839/2338 veh/TimePeriod *
Medium truck volume : 553/109 veh/TimePeriod *
Heavy truck volume : 3775/745 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.42
Heavy Truck % of Total Volume : 23.35
Day (16 hrs) % of Total Volume : 83.51

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 15720/1118 veh/TimePeriod *
Medium truck volume : 186/13 veh/TimePeriod *
Heavy truck volume : 93/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17136
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 93.36

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 7996/1222 veh/TimePeriod *
Medium truck volume : 135/21 veh/TimePeriod *
Heavy truck volume : 376/57 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9808
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 86.74

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```
-----
Car traffic volume : 7955/1095 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 9225
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90
```

Data for Segment # 7: 401NB on rmp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.38 ! 1.38
```

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.63 0.00 -6.23 0.00 0.00 0.00 -8.01 50.39
-----
```

Segment Leq : 50.39 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.06	0.00	-4.77	0.00	0.00	0.00	-8.36	51.93

Segment Leq : 51.93 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 60.77 + 0.00) = 60.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.50	0.00	-10.63	0.00	0.00	0.00	-9.10	60.77

Segment Leq : 60.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.20	!	1.50	!	2.32	!	2.32

ROAD (0.00 + 59.29 + 0.00) = 59.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.96	0.00	-10.13	0.00	0.00	0.00	-9.54	59.29

Segment Leq : 59.29 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 48.84 + 0.00) = 48.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.86	0.00	-9.41	0.00	0.00	0.00	-7.61	48.84

Segment Leq : 48.84 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	1.50 !	1.49 !	1.49

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-4.94	0.00	0.00	0.00	-7.93	53.92

Segment Leq : 53.92 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 37.64 + 0.00) = 37.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.02	0.00	-9.99	0.00	0.00	0.00	-15.39	37.64

Segment Leq : 37.64 dBA

Total Leq All Segments: 64.21 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.63	3.63

ROAD (0.00 + 50.54 + 0.00) = 50.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-6.43	0.00	0.00	0.00	-4.50	46.04*
-90	90	0.00	56.98	0.00	-6.43	0.00	0.00	0.00	0.00	50.54

* Bright Zone !

Segment Leq : 50.54 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 51.50 + 0.00) = 51.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.64	0.00	-5.14	0.00	0.00	0.00	-4.69	46.81*
-90	90	0.00	56.64	0.00	-5.14	0.00	0.00	0.00	0.00	51.50

* Bright Zone !

Segment Leq : 51.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.55 !	2.55

ROAD (0.00 + 57.25 + 0.00) = 57.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-10.71	0.00	0.00	0.00	-8.79	57.25

Segment Leq : 57.25 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.20 !	4.50 !	2.42 !	2.42

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.92	0.00	-10.24	0.00	0.00	0.00	-9.21	55.47

Segment Leq : 55.47 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 47.93 + 0.00) = 47.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.44	0.00	-9.51	0.00	0.00	0.00	-2.74	45.18*
-90	90	0.00	57.44	0.00	-9.51	0.00	0.00	0.00	0.00	47.93

* Bright Zone !

Segment Leq : 47.93 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	4.50	3.70	3.70

ROAD (0.00 + 56.42 + 0.00) = 56.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.63	0.00	-5.21	0.00	0.00	0.00	-4.18	52.24*
-90	90	0.00	61.63	0.00	-5.21	0.00	0.00	0.00	0.00	56.42

* Bright Zone !

Segment Leq : 56.42 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 31.95 + 0.00) = 31.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.41	0.00	-10.08	0.00	0.00	0.00	-15.38	31.95

Segment Leq : 31.95 dBA

Total Leq All Segments: 62.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.21
(NIGHT): 62.15

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11300/953 veh/TimePeriod *
Medium truck volume : 155/13 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.22

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12320/892 veh/TimePeriod *
Medium truck volume : 174/13 veh/TimePeriod *
Heavy truck volume : 87/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.25

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11922/2515 veh/TimePeriod *
Medium truck volume : 701/148 veh/TimePeriod *
Heavy truck volume : 5631/1188 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 30.85
Day (16 hrs) % of Total Volume : 82.58

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11839/2338 veh/TimePeriod *
Medium truck volume : 553/109 veh/TimePeriod *
Heavy truck volume : 3775/745 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19359
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.42
Heavy Truck % of Total Volume : 23.35
Day (16 hrs) % of Total Volume : 83.51

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 15720/1118 veh/TimePeriod *
Medium truck volume : 186/13 veh/TimePeriod *
Heavy truck volume : 93/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17136
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 93.36

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 7996/1222 veh/TimePeriod *
Medium truck volume : 135/21 veh/TimePeriod *
Heavy truck volume : 376/57 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9808
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 86.74

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 7955/1095 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9225
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.63 0.00 -6.23 0.00 0.00 0.00 0.00 -8.01 50.39
-----
  
```

Segment Leq : 50.39 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 51.93 + 0.00) = 51.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.06	0.00	-4.77	0.00	0.00	0.00	-8.36	51.93

Segment Leq : 51.93 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 60.77 + 0.00) = 60.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.50	0.00	-10.63	0.00	0.00	0.00	-9.10	60.77

Segment Leq : 60.77 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.20	!	1.50	!	2.32	!	2.32

ROAD (0.00 + 59.29 + 0.00) = 59.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.96	0.00	-10.13	0.00	0.00	0.00	-9.54	59.29

Segment Leq : 59.29 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 48.84 + 0.00) = 48.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.86	0.00	-9.41	0.00	0.00	0.00	-7.61	48.84

Segment Leq : 48.84 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	1.50 !	1.49 !	1.49

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-4.94	0.00	0.00	0.00	-7.93	53.92

Segment Leq : 53.92 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 37.64 + 0.00) = 37.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.02	0.00	-9.99	0.00	0.00	0.00	-15.39	37.64

Segment Leq : 37.64 dBA

Total Leq All Segments: 64.21 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.63	3.63

ROAD (0.00 + 50.54 + 0.00) = 50.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-6.43	0.00	0.00	0.00	-4.50	46.04*
-90	90	0.00	56.98	0.00	-6.43	0.00	0.00	0.00	0.00	50.54

* Bright Zone !

Segment Leq : 50.54 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 51.50 + 0.00) = 51.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.64	0.00	-5.14	0.00	0.00	0.00	-4.69	46.81*
-90	90	0.00	56.64	0.00	-5.14	0.00	0.00	0.00	0.00	51.50

* Bright Zone !

Segment Leq : 51.50 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	2.55 !	2.55

ROAD (0.00 + 57.25 + 0.00) = 57.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-10.71	0.00	0.00	0.00	-8.79	57.25

Segment Leq : 57.25 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.20 !	4.50 !	2.42 !	2.42

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.92	0.00	-10.24	0.00	0.00	0.00	-9.21	55.47

Segment Leq : 55.47 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.15	4.15

ROAD (0.00 + 47.93 + 0.00) = 47.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.44	0.00	-9.51	0.00	0.00	0.00	-2.74	45.18*
-90	90	0.00	57.44	0.00	-9.51	0.00	0.00	0.00	0.00	47.93

* Bright Zone !

Segment Leq : 47.93 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	4.50	3.70	3.70

ROAD (0.00 + 56.42 + 0.00) = 56.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.63	0.00	-5.21	0.00	0.00	0.00	-4.18	52.24*
-90	90	0.00	61.63	0.00	-5.21	0.00	0.00	0.00	0.00	56.42

* Bright Zone !

Segment Leq : 56.42 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 31.95 + 0.00) = 31.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.41	0.00	-10.08	0.00	0.00	0.00	-15.38	31.95

Segment Leq : 31.95 dBA

Total Leq All Segments: 62.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.21
(NIGHT): 62.15

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11300/953 veh/TimePeriod *
Medium truck volume : 155/13 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.22

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12320/892 veh/TimePeriod *
Medium truck volume : 174/13 veh/TimePeriod *
Heavy truck volume : 87/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.25

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11922/2515 veh/TimePeriod *
Medium truck volume : 701/148 veh/TimePeriod *
Heavy truck volume : 5631/1188 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 30.85
Day (16 hrs) % of Total Volume : 82.58

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4743/1119 veh/TimePeriod *
Medium truck volume : 375/89 veh/TimePeriod *
Heavy truck volume : 3058/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.59
Heavy Truck % of Total Volume : 37.40
Day (16 hrs) % of Total Volume : 80.91

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7821/1823 veh/TimePeriod *
Medium truck volume : 104/24 veh/TimePeriod *
Heavy truck volume : 52/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9835
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 81.10

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 7996/1222 veh/TimePeriod *
Medium truck volume : 135/21 veh/TimePeriod *
Heavy truck volume : 376/57 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9808
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 86.74

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 7955/1095 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9225
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 7386/1547 veh/TimePeriod *
Medium truck volume : 134/28 veh/TimePeriod *
Heavy truck volume : 348/73 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9516
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.70
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 82.68
  
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 49.81 + 0.00) = 49.81 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.63 0.00 -6.30 0.00 0.00 0.00 0.00 -8.53 49.81
-----
  
```

Segment Leq : 49.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 50.27 + 0.00) = 50.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.06	0.00	-4.28	-1.16	0.00	0.00	-9.34	50.27

Segment Leq : 50.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 61.31 + 0.00) = 61.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.50	0.00	-11.24	0.00	0.00	0.00	-7.96	61.31

Segment Leq : 61.31 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 58.96 + 0.00) = 58.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-10.85	0.00	0.00	0.00	-7.95	58.96

Segment Leq : 58.96 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.49 + 0.00) = 43.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.00	0.00	-11.37	0.00	0.00	0.00	-8.13	43.49

Segment Leq : 43.49 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	1.50 !	1.50 !	1.50

ROAD (0.00 + 49.36 + 0.00) = 49.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-9.30	0.00	0.00	0.00	-8.13	49.36

Segment Leq : 49.36 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	1.42 !	1.42

ROAD (0.00 + 48.14 + 0.00) = 48.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.02	0.00	-6.35	0.00	0.00	0.00	-8.52	48.14

Segment Leq : 48.14 dBA

Results segment # 8: 401SB on rmp (day)

 Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	1.50	1.50	1.50

ROAD (0.00 + 45.79 + 0.00) = 45.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.47	0.00	-12.65	0.00	0.00	0.00	-8.04	45.79

Segment Leq : 45.79 dBA

Total Leq All Segments: 64.07 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	4.50	3.86	3.86

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-6.50	0.00	0.00	0.00	-3.70	46.78*
-90	90	0.00	56.98	0.00	-6.50	0.00	0.00	0.00	0.00	50.48

* Bright Zone !

Segment Leq : 50.48 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	3.04 !	3.04

ROAD (0.00 + 46.02 + 0.00) = 46.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.64	0.00	-4.62	-0.99	0.00	0.00	-5.00	46.02

Segment Leq : 46.02 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	4.50 !	4.36 !	4.36

ROAD (0.00 + 65.45 + 0.00) = 65.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-11.30	0.00	0.00	0.00	-1.56	63.89*
-90	90	0.00	76.75	0.00	-11.30	0.00	0.00	0.00	0.00	65.45

* Bright Zone !

Segment Leq : 65.45 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 63.58 + 0.00) = 63.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.50	0.00	-10.92	0.00	0.00	0.00	-1.59	61.99*
-90	90	0.00	74.50	0.00	-10.92	0.00	0.00	0.00	0.00	63.58

* Bright Zone !

Segment Leq : 63.58 dBA

Results segment # 5: 401SB offrmp (night)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	4.28	4.28

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.67	0.00	-11.44	0.00	0.00	0.00	-2.11	46.13*
-90	90	0.00	59.67	0.00	-11.44	0.00	0.00	0.00	0.00	48.23

* Bright Zone !

Segment Leq : 48.23 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.45	4.50	4.20	4.20

ROAD (0.00 + 52.22 + 0.00) = 52.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.63	0.00	-9.41	0.00	0.00	0.00	-2.46	49.76*
-90	90	0.00	61.63	0.00	-9.41	0.00	0.00	0.00	0.00	52.22

* Bright Zone !

Segment Leq : 52.22 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.81	3.81

ROAD (0.00 + 50.86 + 0.00) = 50.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.41	0.00	-6.55	0.00	0.00	0.00	-3.96	46.90*
-90	90	0.00	57.41	0.00	-6.55	0.00	0.00	0.00	0.00	50.86

* Bright Zone !

Segment Leq : 50.86 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.45 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 50.01 + 0.00) = 50.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.70	0.00	-12.69	0.00	0.00	0.00	-1.64	48.37*
-90	90	0.00	62.70	0.00	-12.69	0.00	0.00	0.00	0.00	50.01

* Bright Zone !

Segment Leq : 50.01 dBA

Total Leq All Segments: 68.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.07
(NIGHT): 68.06

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 11344/2376 veh/TimePeriod *
Medium truck volume : 707/148 veh/TimePeriod *
Heavy truck volume : 5766/1208 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21550
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.97
Heavy Truck % of Total Volume : 32.36
Day (16 hrs) % of Total Volume : 82.68

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 12087/2470 veh/TimePeriod *
Medium truck volume : 561/115 veh/TimePeriod *
Heavy truck volume : 3905/798 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19936
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.39
Heavy Truck % of Total Volume : 23.59
Day (16 hrs) % of Total Volume : 83.03
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.39 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.39 ! 1.50 ! 1.67 ! 1.67
  
```

ROAD (0.00 + 62.26 + 0.00) = 62.26 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 80.58 0.00 -10.22 -1.08 0.00 0.00 -7.02 62.26
-----
  
```

Segment Leq : 62.26 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.20	!	1.50	!	1.68	!	1.68

ROAD (0.00 + 62.11 + 0.00) = 62.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	79.09	0.00	-8.77	-1.09	0.00	0.00	-7.12	62.11

Segment Leq : 62.11 dBA

Total Leq All Segments: 65.20 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.39 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.39	!	4.50	!	4.15	!	4.15

ROAD (0.00 + 64.41 + 0.00) = 64.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.80	0.00	-9.82	-0.90	0.00	0.00	-2.48	63.61*
-90	90	0.54	76.80	0.00	-11.14	-1.25	0.00	0.00	0.00	64.41

* Bright Zone !

Segment Leq : 64.41 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.20 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.20	!	4.50	!	3.84	!	3.84

ROAD (0.00 + 64.29 + 0.00) = 64.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	75.21	0.00	-8.51	-0.91	0.00	0.00	-4.08	61.71*
-90	90	0.55	75.21	0.00	-9.65	-1.26	0.00	0.00	0.00	64.29

* Bright Zone !

Segment Leq : 64.29 dBA

Total Leq All Segments: 67.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.20
(NIGHT): 67.36

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5665/1629 veh/TimePeriod *
Medium truck volume : 1082/311 veh/TimePeriod *
Heavy truck volume : 10368/2981 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.32
Heavy Truck % of Total Volume : 60.58
Day (16 hrs) % of Total Volume : 77.67

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3000/1124 veh/TimePeriod *
Medium truck volume : 505/189 veh/TimePeriod *
Heavy truck volume : 4726/1771 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11315
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.13
Heavy Truck % of Total Volume : 57.42
Day (16 hrs) % of Total Volume : 72.74

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```
-----
Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73
```

Data for Segment # 5: EC Row WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.09	0.00	-3.15	0.00	0.00	0.00	0.00	55.94

Segment Leq : 55.94 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.25 + 0.00) = 64.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.87	0.00	-17.65	-0.97	0.00	0.00	0.00	64.25

Segment Leq : 64.25 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.48 + 0.00) = 60.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.47	0.00	-18.03	-0.97	0.00	0.00	0.00	60.48

Segment Leq : 60.48 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-23.28	-1.46	0.00	0.00	0.00	52.62

Segment Leq : 52.62 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 51.33 + 0.00) = 51.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-23.63	-1.46	0.00	0.00	0.00	51.33

Segment Leq : 51.33 dBA

Total Leq All Segments: 66.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.07	0.00	-0.54	0.00	0.00	0.00	0.00	49.53

Segment Leq : 49.53 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.12 + 0.00) = 63.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.46	0.00	-16.57	-0.78	0.00	0.00	0.00	63.12

Segment Leq : 63.12 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.52 + 0.00) = 60.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.22	0.00	-16.92	-0.78	0.00	0.00	0.00	60.52

Segment Leq : 60.52 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 46.39 + 0.00) = 46.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-22.10	-1.31	0.00	0.00	0.00	46.39

Segment Leq : 46.39 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-22.47	-1.31	0.00	0.00	0.00	45.75

Segment Leq : 45.75 dBA

Total Leq All Segments: 65.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.52
(NIGHT): 65.25

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5665/1629 veh/TimePeriod *
Medium truck volume : 1082/311 veh/TimePeriod *
Heavy truck volume : 10368/2981 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22034
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.32
Heavy Truck % of Total Volume : 60.58
Day (16 hrs) % of Total Volume : 77.67

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3000/1124 veh/TimePeriod *
Medium truck volume : 505/189 veh/TimePeriod *
Heavy truck volume : 4726/1771 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11315
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.13
Heavy Truck % of Total Volume : 57.42
Day (16 hrs) % of Total Volume : 72.74

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1746/485 veh/TimePeriod *
Medium truck volume : 86/24 veh/TimePeriod *
Heavy truck volume : 530/147 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3019
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.65
Heavy Truck % of Total Volume : 22.43
Day (16 hrs) % of Total Volume : 78.26

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 14502/2870 veh/TimePeriod *
Medium truck volume : 282/56 veh/TimePeriod *
Heavy truck volume : 1126/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19059
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.08
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 18284/1629 veh/TimePeriod *
Medium truck volume : 487/43 veh/TimePeriod *
Heavy truck volume : 243/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20708
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.56
Heavy Truck % of Total Volume : 1.28
Day (16 hrs) % of Total Volume : 91.82

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 982/414 veh/TimePeriod *
Medium truck volume : 33/14 veh/TimePeriod *
Heavy truck volume : 253/107 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.59
Heavy Truck % of Total Volume : 19.94
Day (16 hrs) % of Total Volume : 70.33

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 55.94 + 0.00) = 55.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.09	0.00	-3.15	0.00	0.00	0.00	0.00	55.94

Segment Leq : 55.94 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 65.16 + 0.00) = 65.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	82.87	0.00	-16.74	-0.97	0.00	0.00	0.00	65.16

Segment Leq : 65.16 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 61.35 + 0.00) = 61.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	79.47	0.00	-17.15	-0.97	0.00	0.00	0.00	61.35

Segment Leq : 61.35 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.18 m

ROAD (0.00 + 43.24 + 0.00) = 43.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	66.89	0.00	-22.22	-1.42	0.00	0.00	0.00	43.24

Segment Leq : 43.24 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.63 m

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.94	0.00	-16.84	-1.19	0.00	0.00	0.00	52.92

Segment Leq : 52.92 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.06 m

ROAD (0.00 + 62.38 + 0.00) = 62.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.94	0.00	-5.56	0.00	0.00	0.00	0.00	62.38

Segment Leq : 62.38 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.11 m

ROAD (0.00 + 38.79 + 0.00) = 38.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.44	0.00	-22.22	-1.43	0.00	0.00	0.00	38.79

Segment Leq : 38.79 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-23.28	-1.46	0.00	0.00	0.00	52.62

Segment Leq : 52.62 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 51.33 + 0.00) = 51.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-23.63	-1.46	0.00	0.00	0.00	51.33

Segment Leq : 51.33 dBA

Total Leq All Segments: 68.64 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.07	0.00	-0.54	0.00	0.00	0.00	0.00	49.53

Segment Leq : 49.53 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 63.96 + 0.00) = 63.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	80.46	0.00	-15.72	-0.78	0.00	0.00	0.00	63.96

Segment Leq : 63.96 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.34 + 0.00) = 61.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	78.22	0.00	-16.11	-0.78	0.00	0.00	0.00	61.34

Segment Leq : 61.34 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.18 m

ROAD (0.00 + 42.00 + 0.00) = 42.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	64.33	0.00	-21.06	-1.27	0.00	0.00	0.00	42.00

Segment Leq : 42.00 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.63 m

ROAD (0.00 + 49.99 + 0.00) = 49.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	66.92	0.00	-15.92	-1.01	0.00	0.00	0.00	49.99

Segment Leq : 49.99 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.07 m

ROAD (0.00 + 54.67 + 0.00) = 54.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.47	0.00	-5.80	0.00	0.00	0.00	0.00	54.67

Segment Leq : 54.67 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.11 m

ROAD (0.00 + 39.38 + 0.00) = 39.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.71	0.00	-21.07	-1.27	0.00	0.00	0.00	39.38

Segment Leq : 39.38 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 46.39 + 0.00) = 46.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-22.10	-1.31	0.00	0.00	0.00	46.39

Segment Leq : 46.39 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.75 + 0.00) = 45.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-22.47	-1.31	0.00	0.00	0.00	45.75

Segment Leq : 45.75 dBA

Total Leq All Segments: 66.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.64
(NIGHT): 66.47

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: SpringGarden (day/night)

```

-----
Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11

```

Data for Segment # 7: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.28 + 0.00) = 38.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.76	0.00	-25.03	-1.46	0.00	0.00	0.00	38.28

Segment Leq : 38.28 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 40.96 + 0.00) = 40.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-25.22	-1.46	0.00	0.00	0.00	40.96

Segment Leq : 40.96 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-22.08	-1.46	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 52.47 + 0.00) = 52.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-22.50	-1.46	0.00	0.00	0.00	52.47

Segment Leq : 52.47 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.87 m

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.59	0.00	-23.44	-1.44	0.00	0.00	0.00	45.72

Segment Leq : 45.72 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.98 m

ROAD (0.00 + 39.63 + 0.00) = 39.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.24	0.00	-24.16	-1.46	0.00	0.00	0.00	39.63

Segment Leq : 39.63 dBA

Results segment # 7: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-5.46	-1.46	0.00	0.00	0.00	52.17

Segment Leq : 52.17 dBA

Total Leq All Segments: 58.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 30.89 + 0.00) = 30.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.16	0.00	-23.93	-1.34	0.00	0.00	0.00	30.89

Segment Leq : 30.89 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 34.56 + 0.00) = 34.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-24.11	-1.34	0.00	0.00	0.00	34.56

Segment Leq : 34.56 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-20.72	-1.31	0.00	0.00	0.00	47.77

Segment Leq : 47.77 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 47.05 + 0.00) = 47.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-21.18	-1.31	0.00	0.00	0.00	47.05

Segment Leq : 47.05 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.87 m

ROAD (0.00 + 43.12 + 0.00) = 43.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.46	0.00	-22.05	-1.28	0.00	0.00	0.00	43.12

Segment Leq : 43.12 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.98 m

ROAD (0.00 + 33.96 + 0.00) = 33.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.28	0.00	-22.99	-1.33	0.00	0.00	0.00	33.96

Segment Leq : 33.96 dBA

Results segment # 7: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 46.38 + 0.00) = 46.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.07	0.00	-2.34	-1.35	0.00	0.00	0.00	46.38

Segment Leq : 46.38 dBA

Total Leq All Segments: 52.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.12
(NIGHT): 52.58

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: ECR rmp 2401 (day/night)

Car traffic volume : 982/414 veh/TimePeriod *
Medium truck volume : 33/14 veh/TimePeriod *
Heavy truck volume : 253/107 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.59
Heavy Truck % of Total Volume : 19.94
Day (16 hrs) % of Total Volume : 70.33

Data for Segment # 2: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Spring Garde (day/night)

```

-----
Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11
  
```

Data for Segment # 6: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 40.94 + 0.00) = 40.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-25.24	-1.46	0.00	0.00	0.00	40.94

Segment Leq : 40.94 dBA

Results segment # 2: ECR rmp 2401 (day)

Source height = 2.11 m

ROAD (0.00 + 45.05 + 0.00) = 45.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	62.44	0.00	-15.96	-1.43	0.00	0.00	0.00	45.05

Segment Leq : 45.05 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 53.07 + 0.00) = 53.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-22.83	-1.46	0.00	0.00	0.00	53.07

Segment Leq : 53.07 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 51.72 + 0.00) = 51.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-23.24	-1.46	0.00	0.00	0.00	51.72

Segment Leq : 51.72 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.87 m

ROAD (0.00 + 45.88 + 0.00) = 45.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	70.59	0.00	-23.27	-1.44	0.00	0.00	0.00	45.88

Segment Leq : 45.88 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 52.17 + 0.00) = 52.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-5.46	-1.46	0.00	0.00	0.00	52.17

Segment Leq : 52.17 dBA

Total Leq All Segments: 57.78 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-24.22	-1.34	0.00	0.00	0.00	34.45

Segment Leq : 34.45 dBA

Results segment # 2: ECR rmp 2401 (night)

Source height = 2.11 m

ROAD (0.00 + 45.21 + 0.00) = 45.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	61.71	0.00	-15.23	-1.27	0.00	0.00	0.00	45.21

Segment Leq : 45.21 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 46.82 + 0.00) = 46.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-21.68	-1.31	0.00	0.00	0.00	46.82

Segment Leq : 46.82 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 46.12 + 0.00) = 46.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-22.10	-1.31	0.00	0.00	0.00	46.12

Segment Leq : 46.12 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.87 m

ROAD (0.00 + 43.76 + 0.00) = 43.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.46	0.00	-21.42	-1.28	0.00	0.00	0.00	43.76

Segment Leq : 43.76 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.83 + 0.00) = 42.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.07	0.00	-5.89	-1.35	0.00	0.00	0.00	42.83

Segment Leq : 42.83 dBA

Total Leq All Segments: 52.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.78
(NIGHT): 52.25

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11
    
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.57 + 0.00) = 41.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.76	0.00	-21.74	-1.46	0.00	0.00	0.00	41.57

Segment Leq : 41.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 44.07 + 0.00) = 44.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-22.11	-1.46	0.00	0.00	0.00	44.07

Segment Leq : 44.07 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.79 + 0.00) = 51.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-24.11	-1.46	0.00	0.00	0.00	51.79

Segment Leq : 51.79 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-24.49	-1.46	0.00	0.00	0.00	50.48

Segment Leq : 50.48 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 51.13 + 0.00) = 51.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-6.51	-1.46	0.00	0.00	0.00	51.13

Segment Leq : 51.13 dBA

Total Leq All Segments: 56.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.06 + 0.00) = 34.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.16	0.00	-20.76	-1.34	0.00	0.00	0.00	34.06

Segment Leq : 34.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-21.12	-1.34	0.00	0.00	0.00	37.56

Segment Leq : 37.56 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 45.62 + 0.00) = 45.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-22.88	-1.31	0.00	0.00	0.00	45.62

Segment Leq : 45.62 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 44.95 + 0.00) = 44.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-23.27	-1.31	0.00	0.00	0.00	44.95

Segment Leq : 44.95 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.84 + 0.00) = 47.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.07	0.00	-0.87	-1.35	0.00	0.00	0.00	47.84

Segment Leq : 47.84 dBA

Total Leq All Segments: 51.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.36
(NIGHT): 51.36

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 33439/2935 veh/TimePeriod *
Medium truck volume : 554/49 veh/TimePeriod *
Heavy truck volume : 1509/132 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38618
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 30617/3128 veh/TimePeriod *
Medium truck volume : 476/49 veh/TimePeriod *
Heavy truck volume : 1054/108 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.28
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.57 + 0.00) = 41.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.76	0.00	-21.74	-1.46	0.00	0.00	0.00	41.57

Segment Leq : 41.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 44.07 + 0.00) = 44.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-22.11	-1.46	0.00	0.00	0.00	44.07

Segment Leq : 44.07 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.79 + 0.00) = 51.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.36	0.00	-24.11	-1.46	0.00	0.00	0.00	51.79

Segment Leq : 51.79 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.42	0.00	-24.49	-1.46	0.00	0.00	0.00	50.48

Segment Leq : 50.48 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 51.13 + 0.00) = 51.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.09	0.00	-6.51	-1.46	0.00	0.00	0.00	51.13

Segment Leq : 51.13 dBA

Total Leq All Segments: 56.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 34.06 + 0.00) = 34.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.16	0.00	-20.76	-1.34	0.00	0.00	0.00	34.06

Segment Leq : 34.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 37.56 + 0.00) = 37.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-21.12	-1.34	0.00	0.00	0.00	37.56

Segment Leq : 37.56 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 45.62 + 0.00) = 45.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.80	0.00	-22.88	-1.31	0.00	0.00	0.00	45.62

Segment Leq : 45.62 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 44.95 + 0.00) = 44.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.53	0.00	-23.27	-1.31	0.00	0.00	0.00	44.95

Segment Leq : 44.95 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.84 + 0.00) = 47.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.07	0.00	-0.87	-1.35	0.00	0.00	0.00	47.84

Segment Leq : 47.84 dBA

Total Leq All Segments: 51.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.36
(NIGHT): 51.36

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 165.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 198.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 8002/501 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8503
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 94.11

```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.45 + 0.00) = 45.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.76	0.00	-17.85	-1.46	0.00	0.00	0.00	45.45

Segment Leq : 45.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-18.66	-1.46	0.00	0.00	0.00	47.53

Segment Leq : 47.53 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.87 m

ROAD (0.00 + 57.15 + 0.00) = 57.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	70.59	0.00	-10.43	-3.01	0.00	0.00	0.00	57.15

Segment Leq : 57.15 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.98 m

ROAD (0.00 + 54.08 + 0.00) = 54.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.24	0.00	-11.16	0.00	0.00	0.00	0.00	54.08

Segment Leq : 54.08 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 54.73 + 0.00) = 54.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.09	0.00	-4.37	0.00	0.00	0.00	0.00	54.73

Segment Leq : 54.73 dBA

Total Leq All Segments: 60.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 37.60 + 0.00) = 37.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.16	0.00	-17.22	-1.34	0.00	0.00	0.00	37.60

Segment Leq : 37.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 40.69 + 0.00) = 40.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-17.98	-1.34	0.00	0.00	0.00	40.69

Segment Leq : 40.69 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.87 m

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	66.46	0.00	-10.43	-3.01	0.00	0.00	0.00	53.01

Segment Leq : 53.01 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.98 m

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.28	0.00	-11.22	0.00	0.00	0.00	0.00	47.06

Segment Leq : 47.06 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.79 + 0.00) = 49.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.07	0.00	-0.28	0.00	0.00	0.00	0.00	49.79

Segment Leq : 49.79 dBA

Total Leq All Segments: 55.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.66
(NIGHT): 55.61

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 37961/3087 veh/TimePeriod *
Medium truck volume : 370/30 veh/TimePeriod *
Heavy truck volume : 185/15 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 41648
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 92.48
  
```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.45 + 0.00) = 45.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.76	0.00	-17.85	-1.46	0.00	0.00	0.00	45.45

Segment Leq : 45.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.64	0.00	-18.66	-1.46	0.00	0.00	0.00	47.53

Segment Leq : 47.53 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.87 m

ROAD (0.00 + 64.37 + 0.00) = 64.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.59	0.00	-6.22	0.00	0.00	0.00	0.00	64.37

Segment Leq : 64.37 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.98 m

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.24	0.00	-8.95	0.00	0.00	0.00	0.00	56.29

Segment Leq : 56.29 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.83 m

ROAD (0.00 + 63.09 + 0.00) = 63.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.46	0.00	-4.37	0.00	0.00	0.00	0.00	63.09

Segment Leq : 63.09 dBA

Total Leq All Segments: 67.23 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 37.60 + 0.00) = 37.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.16	0.00	-17.22	-1.34	0.00	0.00	0.00	37.60

Segment Leq : 37.60 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 40.69 + 0.00) = 40.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.01	0.00	-17.98	-1.34	0.00	0.00	0.00	40.69

Segment Leq : 40.69 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.87 m

ROAD (0.00 + 61.61 + 0.00) = 61.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.46	0.00	-4.85	0.00	0.00	0.00	0.00	61.61

Segment Leq : 61.61 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.98 m

ROAD (0.00 + 49.92 + 0.00) = 49.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.28	0.00	-8.36	0.00	0.00	0.00	0.00	49.92

Segment Leq : 49.92 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.83 m

ROAD (0.00 + 59.29 + 0.00) = 59.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.57	0.00	-0.28	0.00	0.00	0.00	0.00	59.29

Segment Leq : 59.29 dBA

Total Leq All Segments: 63.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.23
(NIGHT): 63.83

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 89.00 / 92.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 162.00 / 165.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 5607/414 veh/TimePeriod *
Medium truck volume : 55/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6109
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 93.13
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! 1.47 ! 1.47
  
```

ROAD (0.00 + 43.64 + 0.00) = 43.64 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 63.94 0.00 -13.96 -1.33 0.00 0.00 -5.01 43.64
-----
  
```

Segment Leq : 43.64 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	66.69	0.00	-15.19	-1.34	0.00	0.00	-5.01	45.16

Segment Leq : 45.16 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.80 !	1.50 !	2.36 !	2.36

ROAD (0.00 + 43.94 + 0.00) = 43.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.05	69.90	0.00	-8.40	-0.15	0.00	0.00	-17.41	43.94

Segment Leq : 43.94 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.96 !	1.50 !	1.31 !	1.31

ROAD (0.00 + 34.65 + 0.00) = 34.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	63.93	0.00	-11.28	-0.22	0.00	0.00	-17.78	34.65

Segment Leq : 34.65 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	1.37 !	1.37

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.15	0.00	-3.01	0.00	0.00	0.00	-5.08	51.05

Segment Leq : 51.05 dBA

Total Leq All Segments: 53.24 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	4.22	4.22

ROAD (0.00 + 39.03 + 0.00) = 39.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	54.52	0.00	-13.34	-1.17	0.00	0.00	-0.20	39.81*
-90	90	0.59	54.52	0.00	-14.15	-1.34	0.00	0.00	0.00	39.03

* Bright Zone !

Segment Leq : 39.03 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.26	4.26

ROAD (0.00 + 42.41 + 0.00) = 42.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.10	0.00	-14.47	-1.17	0.00	0.00	-0.19	43.26*
-90	90	0.59	59.10	0.00	-15.35	-1.34	0.00	0.00	0.00	42.41

* Bright Zone !

Segment Leq : 42.41 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.80 !	4.50 !	2.52 !	2.52

ROAD (0.00 + 41.55 + 0.00) = 41.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.96	0.00	-8.13	0.00	0.00	0.00	-17.29	41.55

Segment Leq : 41.55 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.96 !	4.50 !	1.40 !	1.40

ROAD (0.00 + 28.23 + 0.00) = 28.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.52	0.00	-10.56	0.00	0.00	0.00	-17.73	28.23

Segment Leq : 28.23 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	5.72	!	5.72

ROAD (0.00 + 50.05 + 0.00) = 50.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.84	0.00	-0.79	0.00	0.00	0.00	99.00	149.05
-90	90	0.00	50.84	0.00	-0.79	0.00	0.00	0.00	0.00	50.05

* Bright Zone !

Segment Leq : 50.05 dBA

Total Leq All Segments: 51.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.24
(NIGHT): 51.51

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11140/695 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 49/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11989
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 94.13

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9549/1061 veh/TimePeriod *
Medium truck volume : 90/10 veh/TimePeriod *
Heavy truck volume : 45/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10760
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton Rd (day/night)

```
-----
Car traffic volume : 5607/414 veh/TimePeriod *
Medium truck volume : 55/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6109
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.96
Heavy Truck % of Total Volume : 0.48
Day (16 hrs) % of Total Volume : 93.13
```

Data for Segment # 3: Lambton Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.81 ! 1.50 ! -0.56 ! 1.44
```

ROAD (0.00 + 45.52 + 0.00) = 45.52 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.00 0.00 -8.17 0.00 0.00 0.00 -10.31 45.52
-----
```

Segment Leq : 45.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	1.50	!	-0.55	!	1.45

ROAD (0.00 + 44.21 + 0.00) = 44.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.42	0.00	-8.98	0.00	0.00	0.00	-10.23	44.21

Segment Leq : 44.21 dBA

Results segment # 3: Lambton Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	1.50	!	-0.60	!	1.40

ROAD (0.00 + 42.48 + 0.00) = 42.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.15	0.00	-6.09	0.00	0.00	0.00	-10.58	42.48

Segment Leq : 42.48 dBA

Total Leq All Segments: 49.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.27	4.27

ROAD (0.00 + 46.91 + 0.00) = 46.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.95	0.00	-8.04	0.00	0.00	0.00	-4.38	42.53*
-90	90	0.00	54.95	0.00	-8.04	0.00	0.00	0.00	0.00	46.91

* Bright Zone !

Segment Leq : 46.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	2.28	4.28

ROAD (0.00 + 48.02 + 0.00) = 48.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.88	0.00	-8.86	0.00	0.00	0.00	-4.45	43.57*
-90	90	0.00	56.88	0.00	-8.86	0.00	0.00	0.00	0.00	48.02

* Bright Zone !

Segment Leq : 48.02 dBA

Results segment # 3: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 4.50 ! 1.81 ! 3.81

ROAD (0.00 + 39.54 + 0.00) = 39.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.84	0.00	-6.30	0.00	0.00	0.00	-5.00	39.54

Segment Leq : 39.54 dBA

Total Leq All Segments: 50.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.02
(NIGHT): 50.84

Filename: s_hi_1b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14832/1135 veh/TimePeriod *
Medium truck volume : 120/9 veh/TimePeriod *
Heavy truck volume : 60/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.80
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.50 / 180.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12211/1245 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13680
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.09
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.50 / 201.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 46.18 + 0.00) = 46.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.16	0.00	-17.52	-1.46	0.00	0.00	0.00	46.18

Segment Leq : 46.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 44.83 + 0.00) = 44.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.68	0.00	-18.40	-1.46	0.00	0.00	0.00	44.83

Segment Leq : 44.83 dBA

Total Leq All Segments: 48.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.06	0.00	-17.93	-1.46	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.79	0.00	-18.73	-1.46	0.00	0.00	0.00	37.61

Segment Leq : 37.61 dBA

Total Leq All Segments: 40.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.57
(NIGHT): 40.65

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14832/1135 veh/TimePeriod *
Medium truck volume : 120/9 veh/TimePeriod *
Heavy truck volume : 60/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16161
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.80
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12211/1245 veh/TimePeriod *
Medium truck volume : 135/14 veh/TimePeriod *
Heavy truck volume : 68/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13680
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.09
Heavy Truck % of Total Volume : 0.55
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 22592/1514 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.72

```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 49.51 + 0.00) = 49.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.16	0.00	-14.20	-1.46	0.00	0.00	0.00	49.51

Segment Leq : 49.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.86 m

ROAD (0.00 + 47.69 + 0.00) = 47.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.68	0.00	-15.54	-1.46	0.00	0.00	0.00	47.69

Segment Leq : 47.69 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 60.45 + 0.00) = 60.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.60	0.00	-3.15	0.00	0.00	0.00	0.00	60.45

Segment Leq : 60.45 dBA

Total Leq All Segments: 60.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 40.62 + 0.00) = 40.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.06	0.00	-15.10	-1.34	0.00	0.00	0.00	40.62

Segment Leq : 40.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.79	0.00	-13.84	-1.34	0.00	0.00	0.00	42.61

Segment Leq : 42.61 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.91 + 0.00) = 49.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.87	0.00	-4.96	0.00	0.00	0.00	0.00	49.91

Segment Leq : 49.91 dBA

Total Leq All Segments: 51.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.99
(NIGHT): 51.06

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14470/1062 veh/TimePeriod *
Medium truck volume : 68/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15643
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.47
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11718/1037 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 91.87

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 22592/1514 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.72
  
```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.00 / 37.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 49.89 + 0.00) = 49.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.62	0.00	-13.27	-1.46	0.00	0.00	0.00	49.89

Segment Leq : 49.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 47.77 + 0.00) = 47.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.00	0.00	-14.78	-1.46	0.00	0.00	0.00	47.77

Segment Leq : 47.77 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 59.38 + 0.00) = 59.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.60	0.00	-2.76	-1.46	0.00	0.00	0.00	59.38

Segment Leq : 59.38 dBA

Total Leq All Segments: 60.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 41.13 + 0.00) = 41.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.36	0.00	-13.88	-1.34	0.00	0.00	0.00	41.13

Segment Leq : 41.13 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.13 + 0.00) = 40.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.53	0.00	-15.06	-1.34	0.00	0.00	0.00	40.13

Segment Leq : 40.13 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 47.24 + 0.00) = 47.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.87	0.00	-6.27	-1.35	0.00	0.00	0.00	47.24

Segment Leq : 47.24 dBA

Total Leq All Segments: 48.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.10
(NIGHT): 48.82

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14470/1062 veh/TimePeriod *
Medium truck volume : 68/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15643
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.47
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 243.50 / 240.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 11718/1037 veh/TimePeriod *
Medium truck volume : 83/7 veh/TimePeriod *
Heavy truck volume : 41/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 91.87

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 263.50 / 260.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 43.07 + 0.00) = 43.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.62	0.00	-20.09	-1.46	0.00	0.00	0.00	43.07

Segment Leq : 43.07 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 41.89 + 0.00) = 41.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.00	0.00	-20.66	-1.46	0.00	0.00	0.00	41.89

Segment Leq : 41.89 dBA

Total Leq All Segments: 45.53 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 35.82 + 0.00) = 35.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.36	0.00	-19.20	-1.34	0.00	0.00	0.00	35.82

Segment Leq : 35.82 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 35.46 + 0.00) = 35.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.53	0.00	-19.73	-1.34	0.00	0.00	0.00	35.46

Segment Leq : 35.46 dBA

Total Leq All Segments: 38.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 45.53
(NIGHT): 38.65

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13676/1109 veh/TimePeriod *
Medium truck volume : 68/5 veh/TimePeriod *
Heavy truck volume : 34/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14895
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.49
Heavy Truck % of Total Volume : 0.25
Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6487/544 veh/TimePeriod *
Medium truck volume : 55/5 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7121
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.84
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB offrmp (day/night)

Car traffic volume : 5118/1162 veh/TimePeriod *
Medium truck volume : 48/11 veh/TimePeriod *
Heavy truck volume : 174/40 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6552
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.89
Heavy Truck % of Total Volume : 3.26
Day (16 hrs) % of Total Volume : 81.50

Data for Segment # 3: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

```

-----
Car traffic volume : 4401/636 veh/TimePeriod *
Medium truck volume : 24/3 veh/TimePeriod *
Heavy truck volume : 12/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5077
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.53
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 87.38

```

Data for Segment # 4: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.40	0.00	-17.69	-1.46	0.00	0.00	0.00	45.25

Segment Leq : 45.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 41.67 + 0.00) = 41.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.63	0.00	-18.51	-1.46	0.00	0.00	0.00	41.67

Segment Leq : 41.67 dBA

Results segment # 3: 401SB offrmp (day)

Source height = 1.34 m

ROAD (0.00 + 46.56 + 0.00) = 46.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.83	0.00	-15.81	-1.46	0.00	0.00	0.00	46.56

Segment Leq : 46.56 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 0.72 m

ROAD (0.00 + 39.01 + 0.00) = 39.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.54	0.00	-19.08	-1.46	0.00	0.00	0.00	39.01

Segment Leq : 39.01 dBA

Total Leq All Segments: 50.06 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 38.31 + 0.00) = 38.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.51	0.00	-16.86	-1.34	0.00	0.00	0.00	38.31

Segment Leq : 38.31 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.83 + 0.00) = 34.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.81	0.00	-17.64	-1.34	0.00	0.00	0.00	34.83

Segment Leq : 34.83 dBA

Results segment # 3: 401SB offrmp (night)

Source height = 1.35 m

ROAD (0.00 + 44.23 + 0.00) = 44.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	60.44	0.00	-14.90	-1.31	0.00	0.00	0.00	44.23

Segment Leq : 44.23 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 0.75 m

ROAD (0.00 + 34.64 + 0.00) = 34.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.19	0.00	-18.20	-1.34	0.00	0.00	0.00	34.64

Segment Leq : 34.64 dBA

Total Leq All Segments: 45.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.06
(NIGHT): 45.93

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7113/691 veh/TimePeriod *
Medium truck volume : 67/6 veh/TimePeriod *
Heavy truck volume : 221/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8120
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 2.99
Day (16 hrs) % of Total Volume : 91.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13769/1617 veh/TimePeriod *
Medium truck volume : 75/9 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15512
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 89.49

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.50 / 227.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 4182/679 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4893
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.44
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 86.04

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 243.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5585/1089 veh/TimePeriod *
Medium truck volume : 40/8 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 83.68

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 20942/1504 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.35
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 93.30

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.31 m

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.04	0.00	-18.47	-1.46	0.00	0.00	0.00	45.11

Segment Leq : 45.11 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 43.62 + 0.00) = 43.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.49	0.00	-19.41	-1.46	0.00	0.00	0.00	43.62

Segment Leq : 43.62 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.68 m

ROAD (0.00 + 38.81 + 0.00) = 38.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.17	0.00	-18.90	-1.46	0.00	0.00	0.00	38.81

Segment Leq : 38.81 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 39.65 + 0.00) = 39.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.80	0.00	-19.70	-1.46	0.00	0.00	0.00	39.65

Segment Leq : 39.65 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.65 m

ROAD (0.00 + 56.79 + 0.00) = 56.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-5.68	-1.46	0.00	0.00	0.00	56.79

Segment Leq : 56.79 dBA

Total Leq All Segments: 57.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.31 m

ROAD (0.00 + 38.79 + 0.00) = 38.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.85	0.00	-17.74	-1.31	0.00	0.00	0.00	38.79

Segment Leq : 38.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 38.00 + 0.00) = 38.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.16	0.00	-18.82	-1.34	0.00	0.00	0.00	38.00

Segment Leq : 38.00 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.74 m

ROAD (0.00 + 33.80 + 0.00) = 33.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.42	0.00	-19.28	-1.34	0.00	0.00	0.00	33.80

Segment Leq : 33.80 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.78 m

ROAD (0.00 + 36.30 + 0.00) = 36.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.74	0.00	-19.09	-1.34	0.00	0.00	0.00	36.30

Segment Leq : 36.30 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.67 m

ROAD (0.00 + 51.86 + 0.00) = 51.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.54	0.00	-2.33	-1.35	0.00	0.00	0.00	51.86

Segment Leq : 51.86 dBA

Total Leq All Segments: 52.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.40
(NIGHT): 52.41

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 79.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 4182/679 veh/TimePeriod *
Medium truck volume : 19/3 veh/TimePeriod *
Heavy truck volume : 9/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4893
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.44
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 86.04

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 22.50 / 25.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5585/1089 veh/TimePeriod *
Medium truck volume : 40/8 veh/TimePeriod *
Heavy truck volume : 20/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6745
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.70
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 83.68

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 105.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 20942/1504 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22565
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.35
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 93.30

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

ROAD (0.00 + 58.45 + 0.00) = 58.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.28	0.00	-5.84	0.00	0.00	0.00	0.00	58.45

Segment Leq : 58.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 54.70 + 0.00) = 54.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.94	0.00	-7.24	0.00	0.00	0.00	0.00	54.70

Segment Leq : 54.70 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.68 m

ROAD (0.00 + 57.41 + 0.00) = 57.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.17	0.00	-1.76	0.00	0.00	0.00	0.00	57.41

Segment Leq : 57.41 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 52.46 + 0.00) = 52.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.80	0.00	-8.35	0.00	0.00	0.00	0.00	52.46

Segment Leq : 52.46 dBA

Results segment # 5: Cousineau (day)

Source height = 0.65 m

ROAD (0.00 + 59.57 + 0.00) = 59.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.94	0.00	-4.37	0.00	0.00	0.00	0.00	59.57

Segment Leq : 59.57 dBA

Total Leq All Segments: 64.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.79	0.00	-6.06	0.00	0.00	0.00	0.00	51.73

Segment Leq : 51.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.68	0.00	-7.40	0.00	0.00	0.00	0.00	47.27

Segment Leq : 47.27 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.74 m

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.42	0.00	-2.30	0.00	0.00	0.00	0.00	52.12

Segment Leq : 52.12 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.78 m

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.74	0.00	-8.47	0.00	0.00	0.00	0.00	48.27

Segment Leq : 48.27 dBA

Results segment # 5: Cousineau (night)

Source height = 0.67 m

ROAD (0.00 + 51.86 + 0.00) = 51.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.54	0.00	-3.68	0.00	0.00	0.00	0.00	51.86

Segment Leq : 51.86 dBA

Total Leq All Segments: 57.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.20
(NIGHT): 57.68

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

ROAD (0.00 + 53.66 + 0.00) = 53.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-9.17	-1.46	0.00	0.00	0.00	53.66

Segment Leq : 53.66 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 49.02 + 0.00) = 49.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.94	0.00	-11.46	-1.46	0.00	0.00	0.00	49.02

Segment Leq : 49.02 dBA

Total Leq All Segments: 54.94 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

ROAD (0.00 + 47.44 + 0.00) = 47.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.79	0.00	-9.05	-1.30	0.00	0.00	0.00	47.44

Segment Leq : 47.44 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 42.09 + 0.00) = 42.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.68	0.00	-11.25	-1.34	0.00	0.00	0.00	42.09

Segment Leq : 42.09 dBA

Total Leq All Segments: 48.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.94
(NIGHT): 48.55

Filename: s_jk_3b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 25123/1807 veh/TimePeriod *
Medium truck volume : 372/27 veh/TimePeriod *
Heavy truck volume : 185/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27527
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 93.29

```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

ROAD (0.00 + 43.63 + 0.00) = 43.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.28	0.00	-19.20	-1.46	0.00	0.00	0.00	43.63

Segment Leq : 43.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 40.80 + 0.00) = 40.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.94	0.00	-19.68	-1.46	0.00	0.00	0.00	40.80

Segment Leq : 40.80 dBA

Results segment # 3: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.53 + 0.00) = 57.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.22	0.00	-9.23	-1.46	0.00	0.00	0.00	57.53

Segment Leq : 57.53 dBA

Total Leq All Segments: 57.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

ROAD (0.00 + 37.04 + 0.00) = 37.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.79	0.00	-19.30	-1.46	0.00	0.00	0.00	37.04

Segment Leq : 37.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 33.45 + 0.00) = 33.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.68	0.00	-19.77	-1.46	0.00	0.00	0.00	33.45

Segment Leq : 33.45 dBA

Results segment # 3: Howard (night)

Source height = 0.92 m

ROAD (0.00 + 48.70 + 0.00) = 48.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.78	0.00	-9.62	-1.46	0.00	0.00	0.00	48.70

Segment Leq : 48.70 dBA

Total Leq All Segments: 49.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.79
(NIGHT): 49.11

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1146 veh/TimePeriod *
Medium truck volume : 187/16 veh/TimePeriod *
Heavy truck volume : 94/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 92.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14503/1040 veh/TimePeriod *
Medium truck volume : 201/14 veh/TimePeriod *
Heavy truck volume : 101/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15866
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14222/3118 veh/TimePeriod *
Medium truck volume : 1115/244 veh/TimePeriod *
Heavy truck volume : 9496/2082 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30276
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.49
Heavy Truck % of Total Volume : 38.24
Day (16 hrs) % of Total Volume : 82.02

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6828/1901 veh/TimePeriod *
Medium truck volume : 634/176 veh/TimePeriod *
Heavy truck volume : 5162/1437 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16139
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.02
Heavy Truck % of Total Volume : 40.89
Day (16 hrs) % of Total Volume : 78.22

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8463/1157 veh/TimePeriod *
Medium truck volume : 111/15 veh/TimePeriod *
Heavy truck volume : 56/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 87.97

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 25123/1807 veh/TimePeriod *
Medium truck volume : 372/27 veh/TimePeriod *
Heavy truck volume : 185/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27527
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.45
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 93.29

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9722/1442 veh/TimePeriod *
Medium truck volume : 189/28 veh/TimePeriod *
Heavy truck volume : 700/104 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 6.60
Day (16 hrs) % of Total Volume : 87.08
    
```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.28 + 0.00) = 53.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.43	0.00	-12.15	0.00	0.00	0.00	0.00	53.28

Segment Leq : 53.28 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.74	0.00	-12.44	0.00	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 65.66 + 0.00) = 65.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.66	0.00	-8.22	0.00	0.00	0.00	-8.78	65.66

Segment Leq : 65.66 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 62.21 + 0.00) = 62.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.00	0.00	-8.94	0.00	0.00	0.00	-8.85	62.21

Segment Leq : 62.21 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.96	0.96

ROAD (0.00 + 38.25 + 0.00) = 38.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.33	0.00	-9.60	0.00	0.00	0.00	-15.48	38.25

Segment Leq : 38.25 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 59.15 + 0.00) = 59.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.22	0.00	-9.07	0.00	0.00	0.00	0.00	59.15

Segment Leq : 59.15 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.60 m

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.96	0.00	-12.27	0.00	0.00	0.00	0.00	56.70

Segment Leq : 56.70 dBA

Total Leq All Segments: 68.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 45.94 + 0.00) = 45.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.74	0.00	-11.80	0.00	0.00	0.00	0.00	45.94

Segment Leq : 45.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 45.15 + 0.00) = 45.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.26	0.00	-12.11	0.00	0.00	0.00	0.00	45.15

Segment Leq : 45.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 63.75 + 0.00) = 63.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-7.35	0.00	0.00	0.00	-7.98	63.75

Segment Leq : 63.75 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 60.97 + 0.00) = 60.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.45	0.00	-8.26	0.00	0.00	0.00	-8.22	60.97

Segment Leq : 60.97 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.91	!	4.50	!	1.02	!	1.02

ROAD (0.00 + 33.47 + 0.00) = 33.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.73	0.00	-8.99	0.00	0.00	0.00	-15.27	33.47

Segment Leq : 33.47 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.92 m

ROAD (0.00 + 50.79 + 0.00) = 50.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.78	0.00	-8.99	0.00	0.00	0.00	0.00	50.79

Segment Leq : 50.79 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.60 m

ROAD (0.00 + 51.76 + 0.00) = 51.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.69	0.00	-11.93	0.00	0.00	0.00	0.00	51.76

Segment Leq : 51.76 dBA

Total Leq All Segments: 65.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.49
(NIGHT): 65.98

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 16064/3441 veh/TimePeriod *
Medium truck volume : 832/178 veh/TimePeriod *
Heavy truck volume : 5838/1250 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27604
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 82.36

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14891/3222 veh/TimePeriod *
Medium truck volume : 1120/242 veh/TimePeriod *
Heavy truck volume : 9444/2044 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 30963
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.40
Heavy Truck % of Total Volume : 37.10
Day (16 hrs) % of Total Volume : 82.21

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.25 m

ROAD (0.00 + 64.46 + 0.00) = 64.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.79	0.00	-14.91	-1.42	0.00	0.00	0.00	64.46

Segment Leq : 64.46 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 67.31 + 0.00) = 67.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.65	0.00	-13.93	-1.41	0.00	0.00	0.00	67.31

Segment Leq : 67.31 dBA

Total Leq All Segments: 69.13 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.25 m

ROAD (0.00 + 61.59 + 0.00) = 61.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.10	0.00	-14.25	-1.26	0.00	0.00	0.00	61.59

Segment Leq : 61.59 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 64.41 + 0.00) = 64.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.02	0.00	-13.35	-1.25	0.00	0.00	0.00	64.41

Segment Leq : 64.41 dBA

Total Leq All Segments: 66.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.13
(NIGHT): 66.24

**APPENDIX B.6.2 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 3 2025**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```

-----
Car traffic volume : 6158/602 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6760
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.10
  
```

Data for Segment # 3: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.56 0.00 -8.95 -1.24 0.00 0.00 -13.83 40.53
-----
  
```

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.36	0.00	-5.93	-1.24	0.00	0.00	-14.07	46.13

Segment Leq : 46.13 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.47 + 0.00) = 32.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.96	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.47

Segment Leq : 32.47 dBA

Total Leq All Segments: 47.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	2.07	!	4.07

ROAD (0.00 + 40.82 + 0.00) = 40.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.96	0.00	-8.75	-1.07	0.00	0.00	-5.33	40.82

Segment Leq : 40.82 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.85	!	3.85

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.75	0.00	-6.07	-1.07	0.00	0.00	-5.87	46.73

Segment Leq : 46.73 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.84 + 0.00) = 33.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.87	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.84

Segment Leq : 33.84 dBA

Total Leq All Segments: 47.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.33
(NIGHT): 47.90

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```

-----
Car traffic volume : 6158/602 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6760
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.10
  
```

Data for Segment # 3: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.53 + 0.00) = 40.53 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.56 0.00 -8.95 -1.24 0.00 0.00 -13.83 40.53
-----
  
```

Segment Leq : 40.53 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	-0.57	!	1.43

ROAD (0.00 + 46.13 + 0.00) = 46.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.36	0.00	-5.93	-1.24	0.00	0.00	-14.07	46.13

Segment Leq : 46.13 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 32.47 + 0.00) = 32.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.96	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.47

Segment Leq : 32.47 dBA

Total Leq All Segments: 47.33 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	2.07	!	4.07

ROAD (0.00 + 40.82 + 0.00) = 40.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.96	0.00	-8.75	-1.07	0.00	0.00	-5.33	40.82

Segment Leq : 40.82 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.85	!	3.85

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.75	0.00	-6.07	-1.07	0.00	0.00	-5.87	46.73

Segment Leq : 46.73 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.84 + 0.00) = 33.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.87	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.84

Segment Leq : 33.84 dBA

Total Leq All Segments: 47.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.33
(NIGHT): 47.90

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 76.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70
  
```

Data for Segment # 4: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.50 / 35.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.56 0.00 -9.72 -1.24 0.00 0.00 -13.24 40.36
-----
  
```

Segment Leq : 40.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.36	0.00	-7.10	-1.24	0.00	0.00	-13.45	45.58

Segment Leq : 45.58 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.78 !	1.50 !	-0.48 !	1.52

ROAD (0.00 + 49.58 + 0.00) = 49.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.68	0.00	-7.08	0.00	0.00	0.00	-13.03	49.58

Segment Leq : 49.58 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.97	1.50	-0.59	1.41

ROAD (0.00 + 44.96 + 0.00) = 44.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	64.57	0.00	-4.72	-1.23	0.00	0.00	-13.67	44.96

Segment Leq : 44.96 dBA

Total Leq All Segments: 52.28 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	2.06	4.06

ROAD (0.00 + 40.15 + 0.00) = 40.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.96	0.00	-9.44	-1.07	0.00	0.00	-5.31	40.15

Segment Leq : 40.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.87	!	3.87

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.75	0.00	-7.10	-1.07	0.00	0.00	-5.73	45.86

Segment Leq : 45.86 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.78	!	4.50	!	2.23	!	4.23

ROAD (0.00 + 53.41 + 0.00) = 53.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-7.24	0.00	0.00	0.00	-5.10	53.41

Segment Leq : 53.41 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.96 ! 4.50 ! 1.50 ! 3.50

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	57.66	0.00	-5.39	-1.06	0.00	0.00	-6.61	44.60

Segment Leq : 44.60 dBA

Total Leq All Segments: 54.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.28
(NIGHT): 54.73

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70
  
```

Data for Segment # 3: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.56 0.00 -9.72 -1.24 0.00 0.00 -13.24 40.36
-----
  
```

Segment Leq : 40.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	1.50 !	-0.58 !	1.42

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.36	0.00	-7.10	-1.24	0.00	0.00	-13.45	45.58

Segment Leq : 45.58 dBA

Results segment # 3: 401NB offrmp (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.97 !	1.50 !	-0.52 !	1.48

ROAD (0.00 + 42.55 + 0.00) = 42.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.57	0.00	-8.99	0.00	0.00	0.00	-13.04	42.55

Segment Leq : 42.55 dBA

Total Leq All Segments: 48.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	2.06	!	4.06

ROAD (0.00 + 40.15 + 0.00) = 40.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.96	0.00	-9.44	-1.07	0.00	0.00	-5.31	40.15

Segment Leq : 40.15 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.87	!	3.87

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.75	0.00	-7.10	-1.07	0.00	0.00	-5.73	45.86

Segment Leq : 45.86 dBA

Results segment # 3: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.96 ! 4.50 ! 2.44 ! 4.44

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-8.88	0.00	0.00	0.00	-5.00	43.78*
-90	90	0.00	57.66	0.00	-8.88	0.00	0.00	0.00	0.00	48.78

* Bright Zone !

Segment Leq : 48.78 dBA

Total Leq All Segments: 50.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.13
(NIGHT): 50.95

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13196/957 veh/TimePeriod *
Medium truck volume : 104/8 veh/TimePeriod *
Heavy truck volume : 52/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 11225/1147 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12557
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.73
  
```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.50 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 27.50 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.79 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 52.76 + 0.00) = 52.76 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.63 0.00 -6.84 0.00 0.00 0.00 -5.02 52.76
-----
  
```

Segment Leq : 52.76 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	1.50	1.40	1.40

ROAD (0.00 + 53.79 + 0.00) = 53.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.19	0.00	-5.36	0.00	0.00	0.00	-5.04	53.79

Segment Leq : 53.79 dBA

Total Leq All Segments: 56.32 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	3.41	3.41

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.30	0.00	-7.85	0.00	0.00	0.00	-1.04	47.41*
-90	90	0.00	56.30	0.00	-7.85	0.00	0.00	0.00	0.00	48.45

* Bright Zone !

Segment Leq : 48.45 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.85	!	4.50	!	3.09	!	3.09

ROAD (0.00 + 50.56 + 0.00) = 50.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.31	0.00	-6.75	0.00	0.00	0.00	-1.50	49.06*
-90	90	0.00	57.31	0.00	-6.75	0.00	0.00	0.00	0.00	50.56

* Bright Zone !

Segment Leq : 50.56 dBA

Total Leq All Segments: 52.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.32
(NIGHT): 52.64

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13859/1037 veh/TimePeriod *
Medium truck volume : 115/9 veh/TimePeriod *
Heavy truck volume : 58/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 93.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 135.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11412/1147 veh/TimePeriod *
Medium truck volume : 124/12 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.07
Heavy Truck % of Total Volume : 0.53
Day (16 hrs) % of Total Volume : 90.87

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 17289/1297 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18586
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.02
    
```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 47.90 + 0.00) = 47.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.90	0.00	-15.54	-1.46	0.00	0.00	0.00	47.90

Segment Leq : 47.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.85 m

ROAD (0.00 + 48.63 + 0.00) = 48.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.35	0.00	-14.27	-1.46	0.00	0.00	0.00	48.63

Segment Leq : 48.63 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.05 + 0.00) = 60.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.44	0.00	-2.39	0.00	0.00	0.00	0.00	60.05

Segment Leq : 60.05 dBA

Total Leq All Segments: 60.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.62	0.00	-15.21	-1.34	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 42.04 + 0.00) = 42.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.35	0.00	-13.97	-1.34	0.00	0.00	0.00	42.04

Segment Leq : 42.04 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.20	0.00	-2.86	0.00	0.00	0.00	0.00	51.34

Segment Leq : 51.34 dBA

Total Leq All Segments: 52.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.59
(NIGHT): 52.10

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13859/1037 veh/TimePeriod *
Medium truck volume : 115/9 veh/TimePeriod *
Heavy truck volume : 58/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 93.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 135.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11412/1147 veh/TimePeriod *
Medium truck volume : 124/12 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.07
Heavy Truck % of Total Volume : 0.53
Day (16 hrs) % of Total Volume : 90.87

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 17289/1297 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18586
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.02
    
```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 47.90 + 0.00) = 47.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.90	0.00	-15.54	-1.46	0.00	0.00	0.00	47.90

Segment Leq : 47.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.85 m

ROAD (0.00 + 48.63 + 0.00) = 48.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.35	0.00	-14.27	-1.46	0.00	0.00	0.00	48.63

Segment Leq : 48.63 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.05 + 0.00) = 60.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.44	0.00	-2.39	0.00	0.00	0.00	0.00	60.05

Segment Leq : 60.05 dBA

Total Leq All Segments: 60.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.62	0.00	-15.21	-1.34	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 42.04 + 0.00) = 42.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.35	0.00	-13.97	-1.34	0.00	0.00	0.00	42.04

Segment Leq : 42.04 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.20	0.00	-2.86	0.00	0.00	0.00	0.00	51.34

Segment Leq : 51.34 dBA

Total Leq All Segments: 52.10 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.59
(NIGHT): 52.10

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13360/989 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14453
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11194/964 veh/TimePeriod *
Medium truck volume : 76/7 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 92.07

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 17289/1297 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18586
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.02
  
```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 56.67 + 0.00) = 56.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.27	0.00	-7.61	0.00	0.00	0.00	0.00	56.67

Segment Leq : 56.67 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 57.42 + 0.00) = 57.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.76	0.00	-6.33	0.00	0.00	0.00	0.00	57.42

Segment Leq : 57.42 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.44	0.00	-3.80	0.00	0.00	0.00	0.00	58.64

Segment Leq : 58.64 dBA

Total Leq All Segments: 62.42 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.92	0.00	-8.39	0.00	0.00	0.00	0.00	47.53

Segment Leq : 47.53 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 48.71 + 0.00) = 48.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.11	0.00	-7.40	0.00	0.00	0.00	0.00	48.71

Segment Leq : 48.71 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.34 + 0.00) = 52.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.20	0.00	-1.86	0.00	0.00	0.00	0.00	52.34

Segment Leq : 52.34 dBA

Total Leq All Segments: 54.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.42
(NIGHT): 54.80

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12989/1029 veh/TimePeriod *
Medium truck volume : 55/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.66

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 81.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6011/443 veh/TimePeriod *
Medium truck volume : 47/3 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 93.14

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.50 / 64.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.67 m

ROAD (0.00 + 56.71 + 0.00) = 56.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.06	0.00	-7.35	0.00	0.00	0.00	0.00	56.71

Segment Leq : 56.71 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 55.09 + 0.00) = 55.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.22	0.00	-6.13	0.00	0.00	0.00	0.00	55.09

Segment Leq : 55.09 dBA

Total Leq All Segments: 58.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 48.51 + 0.00) = 48.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.02	0.00	-7.51	0.00	0.00	0.00	0.00	48.51

Segment Leq : 48.51 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 46.61 + 0.00) = 46.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.94	0.00	-6.33	0.00	0.00	0.00	0.00	46.61

Segment Leq : 46.61 dBA

Total Leq All Segments: 50.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.99
(NIGHT): 50.67

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6796/641 veh/TimePeriod *
Medium truck volume : 63/6 veh/TimePeriod *
Heavy truck volume : 180/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7704
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 2.56
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 209.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13105/1544 veh/TimePeriod *
Medium truck volume : 77/9 veh/TimePeriod *
Heavy truck volume : 38/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14778
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 89.46

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 185.50 / 188.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12499/1077 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13576
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.07
  
```

Data for Segment # 3: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.26 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.45	0.00	-18.90	-1.46	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 44.74 + 0.00) = 44.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.33	0.00	-18.13	-1.46	0.00	0.00	0.00	44.74

Segment Leq : 44.74 dBA

Results segment # 3: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 42.24 + 0.00) = 42.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.03	0.00	-17.33	-1.46	0.00	0.00	0.00	42.24

Segment Leq : 42.24 dBA

Total Leq All Segments: 48.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.26 m

ROAD (0.00 + 37.84 + 0.00) = 37.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.21	0.00	-18.06	-1.31	0.00	0.00	0.00	37.84

Segment Leq : 37.84 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 39.26 + 0.00) = 39.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.11	0.00	-17.50	-1.34	0.00	0.00	0.00	39.26

Segment Leq : 39.26 dBA

Results segment # 3: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 35.50 + 0.00) = 35.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.39	0.00	-16.53	-1.35	0.00	0.00	0.00	35.50

Segment Leq : 35.50 dBA

Total Leq All Segments: 42.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.58
(NIGHT): 42.57

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 146.50 / 149.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Rd (day/night)

```

-----
Car traffic volume : 12499/1077 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13576
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.07

```

Data for Segment # 3: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

ROAD (0.00 + 53.97 + 0.00) = 53.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.87	0.00	-9.90	0.00	0.00	0.00	0.00	53.97

Segment Leq : 53.97 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 52.46 + 0.00) = 52.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.68	0.00	-9.23	0.00	0.00	0.00	0.00	52.46

Segment Leq : 52.46 dBA

Results segment # 3: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 61.03 + 0.00) = 61.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.03	0.00	0.00	0.00	0.00	0.00	0.00	61.03

Segment Leq : 61.03 dBA

Total Leq All Segments: 62.29 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 47.27 + 0.00) = 47.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.25	0.00	-9.99	0.00	0.00	0.00	0.00	47.27

Segment Leq : 47.27 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 45.10 + 0.00) = 45.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.43	0.00	-9.33	0.00	0.00	0.00	0.00	45.10

Segment Leq : 45.10 dBA

Results segment # 3: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.39	0.00	-0.79	0.00	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Total Leq All Segments: 54.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.29
(NIGHT): 54.28

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 372.50 / 375.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 350.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

ROAD (0.00 + 39.25 + 0.00) = 39.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.87	0.00	-23.16	-1.46	0.00	0.00	0.00	39.25

Segment Leq : 39.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 37.51 + 0.00) = 37.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.68	0.00	-22.72	-1.46	0.00	0.00	0.00	37.51

Segment Leq : 37.51 dBA

Total Leq All Segments: 41.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 33.94 + 0.00) = 33.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.25	0.00	-22.00	-1.31	0.00	0.00	0.00	33.94

Segment Leq : 33.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 31.26 + 0.00) = 31.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.43	0.00	-21.84	-1.34	0.00	0.00	0.00	31.26

Segment Leq : 31.26 dBA

Total Leq All Segments: 35.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 41.48
(NIGHT): 35.81

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard Ave. (day/night)

```

-----
Car traffic volume : 16899/1210 veh/TimePeriod *
Medium truck volume : 207/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18441
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.32
  
```

Data for Segment # 3: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.41 ! 1.50 ! -1.02 ! 1.48
  
```

ROAD (0.00 + 45.17 + 0.00) = 45.17 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 63.87 0.00 -8.63 0.00 0.00 0.00 -10.07 45.17
-----
  
```

Segment Leq : 45.17 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	-1.21	1.29

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.68	0.00	-7.02	0.00	0.00	0.00	-10.76	43.91

Segment Leq : 43.91 dBA

Results segment # 3: Howard Ave. (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	1.50	-1.09	1.41

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-10.62	0.00	0.00	0.00	-9.90	45.70

Segment Leq : 45.70 dBA

Total Leq All Segments: 49.76 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.40 !	4.50 !	1.26 !	3.76

ROAD (0.00 + 42.51 + 0.00) = 42.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.25	0.00	-8.75	0.00	0.00	0.00	-6.00	42.51

Segment Leq : 42.51 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	0.71 !	3.21

ROAD (0.00 + 40.11 + 0.00) = 40.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.43	0.00	-7.24	0.00	0.00	0.00	-7.07	40.11

Segment Leq : 40.11 dBA

Results segment # 3: Howard Ave. (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.87	!	4.50	!	1.65	!	4.15

ROAD (0.00 + 41.67 + 0.00) = 41.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.74	0.00	-10.41	0.00	0.00	0.00	-5.66	41.67

Segment Leq : 41.67 dBA

Total Leq All Segments: 46.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.76
(NIGHT): 46.31

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12554/1074 veh/TimePeriod *
Medium truck volume : 169/14 veh/TimePeriod *
Heavy truck volume : 85/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13615/965 veh/TimePeriod *
Medium truck volume : 183/13 veh/TimePeriod *
Heavy truck volume : 92/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13249/2789 veh/TimePeriod *
Medium truck volume : 920/194 veh/TimePeriod *
Heavy truck volume : 7683/1617 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.21
Heavy Truck % of Total Volume : 35.16
Day (16 hrs) % of Total Volume : 82.61

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 13025/2763 veh/TimePeriod *
Medium truck volume : 680/144 veh/TimePeriod *
Heavy truck volume : 4786/1015 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.68
Heavy Truck % of Total Volume : 25.88
Day (16 hrs) % of Total Volume : 82.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 16899/1210 veh/TimePeriod *
Medium truck volume : 207/15 veh/TimePeriod *
Heavy truck volume : 103/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18441
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.20
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.32

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9080/1339 veh/TimePeriod *
Medium truck volume : 164/24 veh/TimePeriod *
Heavy truck volume : 531/78 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 5.43
Day (16 hrs) % of Total Volume : 87.15

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8114/1117 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 50.83 + 0.00) = 50.83 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.08 0.00 -6.23 0.00 0.00 0.00 -8.01 50.83
-----
  
```

Segment Leq : 50.83 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 52.28 + 0.00) = 52.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.42	0.00	-4.77	0.00	0.00	0.00	-8.37	52.28

Segment Leq : 52.28 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 62.18 + 0.00) = 62.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.78	0.00	-10.63	0.00	0.00	0.00	-8.97	62.18

Segment Leq : 62.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.26 !	1.50 !	2.37 !	2.37

ROAD (0.00 + 60.42 + 0.00) = 60.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.92	0.00	-10.13	0.00	0.00	0.00	-9.37	60.42

Segment Leq : 60.42 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.22	0.00	-9.41	0.00	0.00	0.00	-7.61	49.20

Segment Leq : 49.20 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.53 !	1.50 !	1.51 !	1.51

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.00	0.00	-4.94	0.00	0.00	0.00	-7.87	55.19

Segment Leq : 55.19 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.89 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 37.71 + 0.00) = 37.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.10	0.00	-9.99	0.00	0.00	0.00	-15.39	37.71

Segment Leq : 37.71 dBA

Total Leq All Segments: 65.39 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.63	3.63

ROAD (0.00 + 50.92 + 0.00) = 50.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-6.43	0.00	0.00	0.00	-4.51	46.41*
-90	90	0.00	57.36	0.00	-6.43	0.00	0.00	0.00	0.00	50.92

* Bright Zone !

Segment Leq : 50.92 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	3.47	3.47

ROAD (0.00 + 51.72 + 0.00) = 51.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.87	0.00	-5.14	0.00	0.00	0.00	-4.70	47.03*
-90	90	0.00	56.87	0.00	-5.14	0.00	0.00	0.00	0.00	51.72

* Bright Zone !

Segment Leq : 51.72 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.59	!	2.59

ROAD (0.00 + 58.66 + 0.00) = 58.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-10.71	0.00	0.00	0.00	-8.66	58.66

Segment Leq : 58.66 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.26	!	4.50	!	2.47	!	2.47

ROAD (0.00 + 56.91 + 0.00) = 56.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.19	0.00	-10.24	0.00	0.00	0.00	-9.04	56.91

Segment Leq : 56.91 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	4.50	4.15	4.15

ROAD (0.00 + 48.23 + 0.00) = 48.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.74	0.00	-9.51	0.00	0.00	0.00	-2.75	45.48*
-90	90	0.00	57.74	0.00	-9.51	0.00	0.00	0.00	0.00	48.23

* Bright Zone !

Segment Leq : 48.23 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	3.72	3.72

ROAD (0.00 + 57.47 + 0.00) = 57.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-5.21	0.00	0.00	0.00	-4.12	53.35*
-90	90	0.00	62.68	0.00	-5.21	0.00	0.00	0.00	0.00	57.47

* Bright Zone !

Segment Leq : 57.47 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 0.98 ! 0.98

ROAD (0.00 + 32.00 + 0.00) = 32.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.47	0.00	-10.08	0.00	0.00	0.00	-15.39	32.00

Segment Leq : 32.00 dBA

Total Leq All Segments: 63.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.39
(NIGHT): 63.27

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12554/1074 veh/TimePeriod *
Medium truck volume : 169/14 veh/TimePeriod *
Heavy truck volume : 85/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13615/965 veh/TimePeriod *
Medium truck volume : 183/13 veh/TimePeriod *
Heavy truck volume : 92/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13249/2789 veh/TimePeriod *
Medium truck volume : 920/194 veh/TimePeriod *
Heavy truck volume : 7683/1617 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.21
Heavy Truck % of Total Volume : 35.16
Day (16 hrs) % of Total Volume : 82.61

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5876/1499 veh/TimePeriod *
Medium truck volume : 493/126 veh/TimePeriod *
Heavy truck volume : 3976/1014 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.77
Heavy Truck % of Total Volume : 38.43
Day (16 hrs) % of Total Volume : 79.68

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7874/1873 veh/TimePeriod *
Medium truck volume : 98/23 veh/TimePeriod *
Heavy truck volume : 49/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9929
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.22
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 80.78

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9080/1339 veh/TimePeriod *
Medium truck volume : 164/24 veh/TimePeriod *
Heavy truck volume : 531/78 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 5.43
Day (16 hrs) % of Total Volume : 87.15

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8114/1117 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8043/1788 veh/TimePeriod *
Medium truck volume : 149/33 veh/TimePeriod *
Heavy truck volume : 470/105 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10588
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.72
Heavy Truck % of Total Volume : 5.43
Day (16 hrs) % of Total Volume : 81.81
    
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.42 ! 1.42
    
```

ROAD (0.00 + 50.25 + 0.00) = 50.25 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.08 0.00 -6.30 0.00 0.00 0.00 0.00 -8.53 50.25
-----
    
```

Segment Leq : 50.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.31	!	1.31

ROAD (0.00 + 50.63 + 0.00) = 50.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.42	0.00	-4.28	-1.17	0.00	0.00	-9.35	50.63

Segment Leq : 50.63 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 62.59 + 0.00) = 62.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.78	0.00	-11.24	0.00	0.00	0.00	-7.95	62.59

Segment Leq : 62.59 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 60.09 + 0.00) = 60.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.89	0.00	-10.85	0.00	0.00	0.00	-7.95	60.09

Segment Leq : 60.09 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.93	0.00	-11.37	0.00	0.00	0.00	-8.13	43.42

Segment Leq : 43.42 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.53	!	1.50	!	1.50	!	1.50

ROAD (0.00 + 50.58 + 0.00) = 50.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.00	0.00	-9.30	0.00	0.00	0.00	-8.11	50.58

Segment Leq : 50.58 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.22 + 0.00) = 48.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.10	0.00	-6.35	0.00	0.00	0.00	-8.52	48.22

Segment Leq : 48.22 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	1.50	1.50	1.50

ROAD (0.00 + 46.80 + 0.00) = 46.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.48	0.00	-12.65	0.00	0.00	0.00	-8.03	46.80

Segment Leq : 46.80 dBA

Total Leq All Segments: 65.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.85	3.85

ROAD (0.00 + 50.86 + 0.00) = 50.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-6.50	0.00	0.00	0.00	-3.72	47.14*
-90	90	0.00	57.36	0.00	-6.50	0.00	0.00	0.00	0.00	50.86

* Bright Zone !

Segment Leq : 50.86 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 46.25 + 0.00) = 46.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	56.87	0.00	-4.62	-0.99	0.00	0.00	-5.00	46.25

Segment Leq : 46.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	4.37 !	4.37

ROAD (0.00 + 66.72 + 0.00) = 66.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-11.30	0.00	0.00	0.00	-1.55	65.17*
-90	90	0.00	78.02	0.00	-11.30	0.00	0.00	0.00	0.00	66.72

* Bright Zone !

Segment Leq : 66.72 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.35	!	4.35

ROAD (0.00 + 65.04 + 0.00) = 65.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.97	0.00	-10.92	0.00	0.00	0.00	-1.59	63.46*
-90	90	0.00	75.97	0.00	-10.92	0.00	0.00	0.00	0.00	65.04

* Bright Zone !

Segment Leq : 65.04 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	4.28	!	4.28

ROAD (0.00 + 48.29 + 0.00) = 48.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.72	0.00	-11.44	0.00	0.00	0.00	-2.11	46.18*
-90	90	0.00	59.72	0.00	-11.44	0.00	0.00	0.00	0.00	48.29

* Bright Zone !

Segment Leq : 48.29 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.53	4.50	4.20	4.20

ROAD (0.00 + 53.28 + 0.00) = 53.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-9.41	0.00	0.00	0.00	-2.41	50.87*
-90	90	0.00	62.68	0.00	-9.41	0.00	0.00	0.00	0.00	53.28

* Bright Zone !

Segment Leq : 53.28 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.81	3.81

ROAD (0.00 + 50.92 + 0.00) = 50.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.47	0.00	-6.55	0.00	0.00	0.00	-3.96	46.96*
-90	90	0.00	57.47	0.00	-6.55	0.00	0.00	0.00	0.00	50.92

* Bright Zone !

Segment Leq : 50.92 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.53 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.53 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.97	0.00	-12.69	0.00	0.00	0.00	-1.62	49.66*
-90	90	0.00	63.97	0.00	-12.69	0.00	0.00	0.00	0.00	51.28

* Bright Zone !

Segment Leq : 51.28 dBA

Total Leq All Segments: 69.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.20
(NIGHT): 69.34

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 13610/2931 veh/TimePeriod *
Medium truck volume : 923/199 veh/TimePeriod *
Heavy truck volume : 7658/1649 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26971
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.16
Heavy Truck % of Total Volume : 34.51
Day (16 hrs) % of Total Volume : 82.28

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 14804/3047 veh/TimePeriod *
Medium truck volume : 709/146 veh/TimePeriod *
Heavy truck volume : 4918/1012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24636
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.07
Day (16 hrs) % of Total Volume : 82.93
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
  
```

ROAD (0.00 + 63.47 + 0.00) = 63.47 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 81.78 0.00 -10.22 -1.08 0.00 0.00 -7.01 63.47
-----
  
```

Segment Leq : 63.47 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.22	!	1.50	!	1.68	!	1.68

ROAD (0.00 + 63.11 + 0.00) = 63.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.46	80.08	0.00	-8.76	-1.09	0.00	0.00	-7.12	63.11

Segment Leq : 63.11 dBA

Total Leq All Segments: 66.30 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	4.15	!	4.15

ROAD (0.00 + 65.73 + 0.00) = 65.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.12	0.00	-9.81	-0.90	0.00	0.00	-2.46	64.95*
-90	90	0.54	78.12	0.00	-11.13	-1.25	0.00	0.00	0.00	65.73

* Bright Zone !

Segment Leq : 65.73 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.21 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.21 ! 4.50 ! 3.85 ! 3.85

ROAD (0.00 + 65.31 + 0.00) = 65.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.37	76.23	0.00	-8.51	-0.91	0.00	0.00	-4.07	62.74*
-90	90	0.55	76.23	0.00	-9.65	-1.26	0.00	0.00	0.00	65.31

* Bright Zone !

Segment Leq : 65.31 dBA

Total Leq All Segments: 68.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.30
(NIGHT): 68.54

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5313/1425 veh/TimePeriod *
Medium truck volume : 890/239 veh/TimePeriod *
Heavy truck volume : 8433/2262 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18562
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 57.62
Day (16 hrs) % of Total Volume : 78.85

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2808/986 veh/TimePeriod *
Medium truck volume : 412/145 veh/TimePeriod *
Heavy truck volume : 3821/1341 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9512
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.27
Day (16 hrs) % of Total Volume : 74.02

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16

```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.99	0.00	-3.15	0.00	0.00	0.00	0.00	55.84

Segment Leq : 55.84 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 63.37 + 0.00) = 63.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	81.98	0.00	-17.65	-0.97	0.00	0.00	0.00	63.37

Segment Leq : 63.37 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.57 + 0.00) = 59.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.57	0.00	-18.03	-0.97	0.00	0.00	0.00	59.57

Segment Leq : 59.57 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-23.28	-1.46	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-23.63	-1.46	0.00	0.00	0.00	50.39

Segment Leq : 50.39 dBA

Total Leq All Segments: 65.72 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.16	0.00	-0.54	0.00	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 61.93 + 0.00) = 61.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.28	0.00	-16.57	-0.78	0.00	0.00	0.00	61.93

Segment Leq : 61.93 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 59.33 + 0.00) = 59.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	77.03	0.00	-16.92	-0.78	0.00	0.00	0.00	59.33

Segment Leq : 59.33 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-22.10	-1.31	0.00	0.00	0.00	45.72

Segment Leq : 45.72 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.55 + 0.00) = 44.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-22.48	-1.31	0.00	0.00	0.00	44.55

Segment Leq : 44.55 dBA

Total Leq All Segments: 64.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.72
(NIGHT): 64.11

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5313/1425 veh/TimePeriod *
Medium truck volume : 890/239 veh/TimePeriod *
Heavy truck volume : 8433/2262 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18562
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 57.62
Day (16 hrs) % of Total Volume : 78.85

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2808/986 veh/TimePeriod *
Medium truck volume : 412/145 veh/TimePeriod *
Heavy truck volume : 3821/1341 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9512
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.85
Heavy Truck % of Total Volume : 54.27
Day (16 hrs) % of Total Volume : 74.02

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1441/386 veh/TimePeriod *
Medium truck volume : 81/22 veh/TimePeriod *
Heavy truck volume : 467/125 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2522
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.09
Heavy Truck % of Total Volume : 23.48
Day (16 hrs) % of Total Volume : 78.86

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 12392/2299 veh/TimePeriod *
Medium truck volume : 238/44 veh/TimePeriod *
Heavy truck volume : 971/180 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16124
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 7.14
Day (16 hrs) % of Total Volume : 84.35

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 17111/1518 veh/TimePeriod *
Medium truck volume : 463/41 veh/TimePeriod *
Heavy truck volume : 231/21 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19385
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.60
Heavy Truck % of Total Volume : 1.30
Day (16 hrs) % of Total Volume : 91.85

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 945/385 veh/TimePeriod *
Medium truck volume : 30/12 veh/TimePeriod *
Heavy truck volume : 222/90 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1685
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.51
Heavy Truck % of Total Volume : 18.55
Day (16 hrs) % of Total Volume : 71.06

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16
  
```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 55.84 + 0.00) = 55.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.99	0.00	-3.15	0.00	0.00	0.00	0.00	55.84

Segment Leq : 55.84 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 64.28 + 0.00) = 64.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	81.98	0.00	-16.74	-0.97	0.00	0.00	0.00	64.28

Segment Leq : 64.28 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 60.45 + 0.00) = 60.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	78.57	0.00	-17.15	-0.97	0.00	0.00	0.00	60.45

Segment Leq : 60.45 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.20 m

ROAD (0.00 + 42.70 + 0.00) = 42.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	66.33	0.00	-22.21	-1.42	0.00	0.00	0.00	42.70

Segment Leq : 42.70 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.63 m

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	70.29	0.00	-16.84	-1.19	0.00	0.00	0.00	52.27

Segment Leq : 52.27 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.07 m

ROAD (0.00 + 62.13 + 0.00) = 62.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.69	0.00	-5.56	0.00	0.00	0.00	0.00	62.13

Segment Leq : 62.13 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.08 m

ROAD (0.00 + 38.23 + 0.00) = 38.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.90	0.00	-22.24	-1.43	0.00	0.00	0.00	38.23

Segment Leq : 38.23 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-23.28	-1.46	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.39 + 0.00) = 50.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-23.63	-1.46	0.00	0.00	0.00	50.39

Segment Leq : 50.39 dBA

Total Leq All Segments: 67.97 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.16	0.00	-0.54	0.00	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 62.78 + 0.00) = 62.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	79.28	0.00	-15.72	-0.78	0.00	0.00	0.00	62.78

Segment Leq : 62.78 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.15 + 0.00) = 60.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	77.03	0.00	-16.11	-0.78	0.00	0.00	0.00	60.15

Segment Leq : 60.15 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.20 m

ROAD (0.00 + 41.31 + 0.00) = 41.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.62	0.00	-21.05	-1.26	0.00	0.00	0.00	41.31

Segment Leq : 41.31 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.63 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	65.98	0.00	-15.92	-1.01	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.07 m

ROAD (0.00 + 54.42 + 0.00) = 54.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.21	0.00	-5.80	0.00	0.00	0.00	0.00	54.42

Segment Leq : 54.42 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.07 m

ROAD (0.00 + 38.64 + 0.00) = 38.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.99	0.00	-21.08	-1.27	0.00	0.00	0.00	38.64

Segment Leq : 38.64 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-22.10	-1.31	0.00	0.00	0.00	45.72

Segment Leq : 45.72 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.55 + 0.00) = 44.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-22.48	-1.31	0.00	0.00	0.00	44.55

Segment Leq : 44.55 dBA

Total Leq All Segments: 65.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.97
(NIGHT): 65.40

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: SpringGarden (day/night)

```

-----
Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86

```

Data for Segment # 7: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 38.07 + 0.00) = 38.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.56	0.00	-25.03	-1.46	0.00	0.00	0.00	38.07

Segment Leq : 38.07 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-25.22	-1.46	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-22.08	-1.46	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-22.50	-1.46	0.00	0.00	0.00	51.52

Segment Leq : 51.52 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.68	0.00	-23.48	-1.44	0.00	0.00	0.00	44.77

Segment Leq : 44.77 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.97 m

ROAD (0.00 + 38.96 + 0.00) = 38.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.57	0.00	-24.16	-1.46	0.00	0.00	0.00	38.96

Segment Leq : 38.96 dBA

Results segment # 7: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 52.07 + 0.00) = 52.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.99	0.00	-5.46	-1.46	0.00	0.00	0.00	52.07

Segment Leq : 52.07 dBA

Total Leq All Segments: 57.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 30.70 + 0.00) = 30.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-23.92	-1.34	0.00	0.00	0.00	30.70

Segment Leq : 30.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 34.31 + 0.00) = 34.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-24.10	-1.34	0.00	0.00	0.00	34.31

Segment Leq : 34.31 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-20.72	-1.31	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-21.19	-1.31	0.00	0.00	0.00	45.84

Segment Leq : 45.84 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 42.37 + 0.00) = 42.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.75	0.00	-22.09	-1.29	0.00	0.00	0.00	42.37

Segment Leq : 42.37 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 33.33 + 0.00) = 33.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.66	0.00	-23.00	-1.33	0.00	0.00	0.00	33.33

Segment Leq : 33.33 dBA

Results segment # 7: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 46.46 + 0.00) = 46.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.16	0.00	-2.34	-1.35	0.00	0.00	0.00	46.46

Segment Leq : 46.46 dBA

Total Leq All Segments: 51.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.58
(NIGHT): 51.96

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: ECR rmp 2401 (day/night)

Car traffic volume : 945/385 veh/TimePeriod *
Medium truck volume : 30/12 veh/TimePeriod *
Heavy truck volume : 222/90 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1685
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.51
Heavy Truck % of Total Volume : 18.55
Day (16 hrs) % of Total Volume : 71.06

Data for Segment # 2: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Spring Garde (day/night)

```

-----
Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86

```

Data for Segment # 6: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 40.66 + 0.00) = 40.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-25.24	-1.46	0.00	0.00	0.00	40.66

Segment Leq : 40.66 dBA

Results segment # 2: ECR rmp 2401 (day)

Source height = 2.08 m

ROAD (0.00 + 44.50 + 0.00) = 44.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	61.90	0.00	-15.98	-1.43	0.00	0.00	0.00	44.50

Segment Leq : 44.50 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 52.57 + 0.00) = 52.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-22.83	-1.46	0.00	0.00	0.00	52.57

Segment Leq : 52.57 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.78 + 0.00) = 50.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-23.24	-1.46	0.00	0.00	0.00	50.78

Segment Leq : 50.78 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.78 m

ROAD (0.00 + 44.93 + 0.00) = 44.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.68	0.00	-23.31	-1.44	0.00	0.00	0.00	44.93

Segment Leq : 44.93 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 52.07 + 0.00) = 52.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.99	0.00	-5.46	-1.46	0.00	0.00	0.00	52.07

Segment Leq : 52.07 dBA

Total Leq All Segments: 57.26 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 34.20 + 0.00) = 34.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-24.21	-1.34	0.00	0.00	0.00	34.20

Segment Leq : 34.20 dBA

Results segment # 2: ECR rmp 2401 (night)

Source height = 2.07 m

ROAD (0.00 + 44.47 + 0.00) = 44.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	60.99	0.00	-15.24	-1.27	0.00	0.00	0.00	44.47

Segment Leq : 44.47 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 46.14 + 0.00) = 46.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-21.68	-1.31	0.00	0.00	0.00	46.14

Segment Leq : 46.14 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.92 + 0.00) = 44.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-22.11	-1.31	0.00	0.00	0.00	44.92

Segment Leq : 44.92 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.78 m

ROAD (0.00 + 43.01 + 0.00) = 43.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	65.75	0.00	-21.45	-1.29	0.00	0.00	0.00	43.01

Segment Leq : 43.01 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.91 + 0.00) = 42.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.16	0.00	-5.89	-1.35	0.00	0.00	0.00	42.91

Segment Leq : 42.91 dBA

Total Leq All Segments: 51.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.26
(NIGHT): 51.53

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.36 + 0.00) = 41.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.56	0.00	-21.74	-1.46	0.00	0.00	0.00	41.36

Segment Leq : 41.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-22.11	-1.46	0.00	0.00	0.00	43.80

Segment Leq : 43.80 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-24.11	-1.46	0.00	0.00	0.00	51.29

Segment Leq : 51.29 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-24.49	-1.46	0.00	0.00	0.00	49.53

Segment Leq : 49.53 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 51.02 + 0.00) = 51.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.99	0.00	-6.51	-1.46	0.00	0.00	0.00	51.02

Segment Leq : 51.02 dBA

Total Leq All Segments: 55.89 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.87 + 0.00) = 33.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-20.76	-1.34	0.00	0.00	0.00	33.87

Segment Leq : 33.87 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 37.30 + 0.00) = 37.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-21.11	-1.34	0.00	0.00	0.00	37.30

Segment Leq : 37.30 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 44.94 + 0.00) = 44.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-22.88	-1.31	0.00	0.00	0.00	44.94

Segment Leq : 44.94 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.75 + 0.00) = 43.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-23.29	-1.31	0.00	0.00	0.00	43.75

Segment Leq : 43.75 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.93 + 0.00) = 47.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.16	0.00	-0.87	-1.35	0.00	0.00	0.00	47.93

Segment Leq : 47.93 dBA

Total Leq All Segments: 50.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.89
(NIGHT): 50.96

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 29759/2514 veh/TimePeriod *
Medium truck volume : 493/42 veh/TimePeriod *
Heavy truck volume : 1343/113 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34264
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.56
Heavy Truck % of Total Volume : 4.25
Day (16 hrs) % of Total Volume : 92.21

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 25514/2474 veh/TimePeriod *
Medium truck volume : 395/38 veh/TimePeriod *
Heavy truck volume : 807/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 3.02
Day (16 hrs) % of Total Volume : 91.16

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```
-----
Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86
```

Data for Segment # 5: SpringGarden (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.36 + 0.00) = 41.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.56	0.00	-21.74	-1.46	0.00	0.00	0.00	41.36

Segment Leq : 41.36 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-22.11	-1.46	0.00	0.00	0.00	43.80

Segment Leq : 43.80 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.44 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-24.11	-1.46	0.00	0.00	0.00	51.29

Segment Leq : 51.29 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.53 + 0.00) = 49.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-24.49	-1.46	0.00	0.00	0.00	49.53

Segment Leq : 49.53 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 51.02 + 0.00) = 51.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.99	0.00	-6.51	-1.46	0.00	0.00	0.00	51.02

Segment Leq : 51.02 dBA

Total Leq All Segments: 55.89 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.87 + 0.00) = 33.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-20.76	-1.34	0.00	0.00	0.00	33.87

Segment Leq : 33.87 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 37.30 + 0.00) = 37.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-21.11	-1.34	0.00	0.00	0.00	37.30

Segment Leq : 37.30 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.43 m

ROAD (0.00 + 44.94 + 0.00) = 44.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.13	0.00	-22.88	-1.31	0.00	0.00	0.00	44.94

Segment Leq : 44.94 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.75 + 0.00) = 43.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.35	0.00	-23.29	-1.31	0.00	0.00	0.00	43.75

Segment Leq : 43.75 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.93 + 0.00) = 47.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.16	0.00	-0.87	-1.35	0.00	0.00	0.00	47.93

Segment Leq : 47.93 dBA

Total Leq All Segments: 50.96 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.89
(NIGHT): 50.96

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 165.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 198.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 7813/511 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8324
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.86

```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.56	0.00	-17.85	-1.46	0.00	0.00	0.00	45.25

Segment Leq : 45.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 47.25 + 0.00) = 47.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-18.66	-1.46	0.00	0.00	0.00	47.25

Segment Leq : 47.25 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.78 m

ROAD (0.00 + 56.24 + 0.00) = 56.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	69.68	0.00	-10.43	-3.01	0.00	0.00	0.00	56.24

Segment Leq : 56.24 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.97 m

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.57	0.00	-11.16	0.00	0.00	0.00	0.00	53.42

Segment Leq : 53.42 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 54.62 + 0.00) = 54.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.99	0.00	-4.37	0.00	0.00	0.00	0.00	54.62

Segment Leq : 54.62 dBA

Total Leq All Segments: 60.07 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 37.41 + 0.00) = 37.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-17.22	-1.34	0.00	0.00	0.00	37.41

Segment Leq : 37.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 40.44 + 0.00) = 40.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-17.97	-1.34	0.00	0.00	0.00	40.44

Segment Leq : 40.44 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.78 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	65.75	0.00	-10.43	-3.01	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 46.44 + 0.00) = 46.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-11.22	0.00	0.00	0.00	0.00	46.44

Segment Leq : 46.44 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.87 + 0.00) = 49.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.16	0.00	-0.28	0.00	0.00	0.00	0.00	49.87

Segment Leq : 49.87 dBA

Total Leq All Segments: 55.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.07
(NIGHT): 55.15

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 35954/2886 veh/TimePeriod *
Medium truck volume : 343/28 veh/TimePeriod *
Heavy truck volume : 171/14 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 39395
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.94
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.57
    
```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 45.25 + 0.00) = 45.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.56	0.00	-17.85	-1.46	0.00	0.00	0.00	45.25

Segment Leq : 45.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 47.25 + 0.00) = 47.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.36	0.00	-18.66	-1.46	0.00	0.00	0.00	47.25

Segment Leq : 47.25 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.78 m

ROAD (0.00 + 63.47 + 0.00) = 63.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.68	0.00	-6.22	0.00	0.00	0.00	0.00	63.47

Segment Leq : 63.47 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.97 m

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.57	0.00	-8.95	0.00	0.00	0.00	0.00	55.62

Segment Leq : 55.62 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.83 m

ROAD (0.00 + 62.83 + 0.00) = 62.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.19	0.00	-4.37	0.00	0.00	0.00	0.00	62.83

Segment Leq : 62.83 dBA

Total Leq All Segments: 66.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 37.41 + 0.00) = 37.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.96	0.00	-17.22	-1.34	0.00	0.00	0.00	37.41

Segment Leq : 37.41 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 40.44 + 0.00) = 40.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.75	0.00	-17.97	-1.34	0.00	0.00	0.00	40.44

Segment Leq : 40.44 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.78 m

ROAD (0.00 + 60.90 + 0.00) = 60.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-4.85	0.00	0.00	0.00	0.00	60.90

Segment Leq : 60.90 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-8.36	0.00	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.83 m

ROAD (0.00 + 59.00 + 0.00) = 59.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.28	0.00	-0.28	0.00	0.00	0.00	0.00	59.00

Segment Leq : 59.00 dBA

Total Leq All Segments: 63.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.62
(NIGHT): 63.28

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12217/848 veh/TimePeriod *
Medium truck volume : 123/9 veh/TimePeriod *
Heavy truck volume : 61/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.51

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23735/2039 veh/TimePeriod *
Medium truck volume : 221/19 veh/TimePeriod *
Heavy truck volume : 111/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26134
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 7923/1602 veh/TimePeriod *
Medium truck volume : 198/40 veh/TimePeriod *
Heavy truck volume : 906/183 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10853
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.19
Heavy Truck % of Total Volume : 10.04
Day (16 hrs) % of Total Volume : 83.18

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 89.00 / 92.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 9993/1025 veh/TimePeriod *
Medium truck volume : 183/19 veh/TimePeriod *
Heavy truck volume : 91/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 0.89
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 162.00 / 165.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 5507/404 veh/TimePeriod *
Medium truck volume : 56/4 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6001
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.00
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.17
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 64.56 0.00 -13.96 -1.34 0.00 0.00 -5.01 44.25
-----
  
```

Segment Leq : 44.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 45.83 + 0.00) = 45.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	67.36	0.00	-15.19	-1.34	0.00	0.00	-5.01	45.83

Segment Leq : 45.83 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.78	!	1.50	!	2.35	!	2.35

ROAD (0.00 + 43.71 + 0.00) = 43.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.05	69.68	0.00	-8.41	-0.15	0.00	0.00	-17.42	43.71

Segment Leq : 43.71 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.97 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 35.30 + 0.00) = 35.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	64.57	0.00	-11.27	-0.22	0.00	0.00	-17.78	35.30

Segment Leq : 35.30 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	1.37 !	1.37

ROAD (0.00 + 51.04 + 0.00) = 51.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.14	0.00	-3.01	0.00	0.00	0.00	-5.08	51.04

Segment Leq : 51.04 dBA

Total Leq All Segments: 53.40 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	4.22	4.22

ROAD (0.00 + 40.47 + 0.00) = 40.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	55.96	0.00	-13.34	-1.17	0.00	0.00	-0.20	41.25*
-90	90	0.59	55.96	0.00	-14.16	-1.34	0.00	0.00	0.00	40.47

* Bright Zone !

Segment Leq : 40.47 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	4.26	4.26

ROAD (0.00 + 43.06 + 0.00) = 43.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.75	0.00	-14.47	-1.17	0.00	0.00	-0.19	43.91*
-90	90	0.59	59.75	0.00	-15.35	-1.34	0.00	0.00	0.00	43.06

* Bright Zone !

Segment Leq : 43.06 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.78 !	4.50 !	2.50 !	2.50

ROAD (0.00 + 40.32 + 0.00) = 40.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.75	0.00	-8.13	0.00	0.00	0.00	-17.30	40.32

Segment Leq : 40.32 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.96 !	4.50 !	1.40 !	1.40

ROAD (0.00 + 29.38 + 0.00) = 29.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.66	0.00	-10.56	0.00	0.00	0.00	-17.73	29.38

Segment Leq : 29.38 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.84	!	4.50	!	5.72	!	5.72

ROAD (0.00 + 49.97 + 0.00) = 49.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.76	0.00	-0.79	0.00	0.00	0.00	99.00	148.97
-90	90	0.00	50.76	0.00	-0.79	0.00	0.00	0.00	0.00	49.97

* Bright Zone !

Segment Leq : 49.97 dBA

Total Leq All Segments: 51.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.40
(NIGHT): 51.53

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13196/957 veh/TimePeriod *
Medium truck volume : 104/8 veh/TimePeriod *
Heavy truck volume : 52/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14320
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11225/1147 veh/TimePeriod *
Medium truck volume : 112/11 veh/TimePeriod *
Heavy truck volume : 56/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12557
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 90.73

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton Rd (day/night)

```
-----
Car traffic volume : 5507/404 veh/TimePeriod *
Medium truck volume : 56/4 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6001
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.00
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.17
```

Data for Segment # 3: Lambton Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.79 ! 1.50 ! -0.56 ! 1.44
```

ROAD (0.00 + 46.14 + 0.00) = 46.14 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.63 0.00 -8.17 0.00 0.00 0.00 -10.31 46.14
-----
```

Segment Leq : 46.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 44.98 + 0.00) = 44.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.19	0.00	-8.98	0.00	0.00	0.00	-10.23	44.98

Segment Leq : 44.98 dBA

Results segment # 3: Lambton Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.14	0.00	-6.09	0.00	0.00	0.00	-10.57	42.47

Segment Leq : 42.47 dBA

Total Leq All Segments: 49.55 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	4.50	2.27	4.27

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.30	0.00	-8.04	0.00	0.00	0.00	-4.38	43.88*
-90	90	0.00	56.30	0.00	-8.04	0.00	0.00	0.00	0.00	48.27

* Bright Zone !

Segment Leq : 48.27 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.85	4.50	2.31	4.31

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.31	0.00	-8.86	0.00	0.00	0.00	-4.25	44.19*
-90	90	0.00	57.31	0.00	-8.86	0.00	0.00	0.00	0.00	48.45

* Bright Zone !

Segment Leq : 48.45 dBA

Results segment # 3: Lambton Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	4.50 !	1.81 !	3.81

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.76	0.00	-6.30	0.00	0.00	0.00	-5.00	39.46

Segment Leq : 39.46 dBA

Total Leq All Segments: 51.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.55
(NIGHT): 51.64

Filename: s_hi_1b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13859/1037 veh/TimePeriod *
Medium truck volume : 115/9 veh/TimePeriod *
Heavy truck volume : 58/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 93.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.50 / 180.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 11412/1147 veh/TimePeriod *
Medium truck volume : 124/12 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.07
Heavy Truck % of Total Volume : 0.53
Day (16 hrs) % of Total Volume : 90.87

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.50 / 201.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 45.92 + 0.00) = 45.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.90	0.00	-17.52	-1.46	0.00	0.00	0.00	45.92

Segment Leq : 45.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.85 m

ROAD (0.00 + 44.49 + 0.00) = 44.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.35	0.00	-18.40	-1.46	0.00	0.00	0.00	44.49

Segment Leq : 44.49 dBA

Total Leq All Segments: 48.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 37.22 + 0.00) = 37.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.62	0.00	-17.93	-1.46	0.00	0.00	0.00	37.22

Segment Leq : 37.22 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 37.16 + 0.00) = 37.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.35	0.00	-18.73	-1.46	0.00	0.00	0.00	37.16

Segment Leq : 37.16 dBA

Total Leq All Segments: 40.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.27
(NIGHT): 40.20

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13859/1037 veh/TimePeriod *
Medium truck volume : 115/9 veh/TimePeriod *
Heavy truck volume : 58/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 93.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11412/1147 veh/TimePeriod *
Medium truck volume : 124/12 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12763
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.07
Heavy Truck % of Total Volume : 0.53
Day (16 hrs) % of Total Volume : 90.87

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 21714/1460 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.70
  
```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.90	0.00	-14.20	-1.46	0.00	0.00	0.00	49.25

Segment Leq : 49.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.85 m

ROAD (0.00 + 47.35 + 0.00) = 47.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.35	0.00	-15.54	-1.46	0.00	0.00	0.00	47.35

Segment Leq : 47.35 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.43	0.00	-3.15	0.00	0.00	0.00	0.00	60.28

Segment Leq : 60.28 dBA

Total Leq All Segments: 60.81 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.17 + 0.00) = 40.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.62	0.00	-15.11	-1.34	0.00	0.00	0.00	40.17

Segment Leq : 40.17 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 42.16 + 0.00) = 42.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.35	0.00	-13.85	-1.34	0.00	0.00	0.00	42.16

Segment Leq : 42.16 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.71	0.00	-4.96	0.00	0.00	0.00	0.00	49.75

Segment Leq : 49.75 dBA

Total Leq All Segments: 50.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.81
(NIGHT): 50.84

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13360/989 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14453
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11194/964 veh/TimePeriod *
Medium truck volume : 76/7 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12281
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.33
Day (16 hrs) % of Total Volume : 92.07

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 21714/1460 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.70

```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.00 / 37.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 49.55 + 0.00) = 49.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.27	0.00	-13.27	-1.46	0.00	0.00	0.00	49.55

Segment Leq : 49.55 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 47.52 + 0.00) = 47.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.76	0.00	-14.78	-1.46	0.00	0.00	0.00	47.52

Segment Leq : 47.52 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 59.21 + 0.00) = 59.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.43	0.00	-2.76	-1.46	0.00	0.00	0.00	59.21

Segment Leq : 59.21 dBA

Total Leq All Segments: 59.91 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.92	0.00	-13.89	-1.35	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 39.70 + 0.00) = 39.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.11	0.00	-15.07	-1.34	0.00	0.00	0.00	39.70

Segment Leq : 39.70 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 47.09 + 0.00) = 47.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.71	0.00	-6.27	-1.35	0.00	0.00	0.00	47.09

Segment Leq : 47.09 dBA

Total Leq All Segments: 48.59 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.91
(NIGHT): 48.59

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13360/989 veh/TimePeriod *
Medium truck volume : 65/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14453
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 93.11

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 243.50 / 240.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 11194/964   veh/TimePeriod *
Medium truck volume :    76/7     veh/TimePeriod *
Heavy truck volume  :    37/3     veh/TimePeriod *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12281
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume    : 0.67
Heavy Truck % of Total Volume     : 0.33
Day (16 hrs) % of Total Volume   : 92.07

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0           (No woods.)
No of house rows   :      0 / 0
Surface            :      1           (Absorptive ground surface)
Receiver source distance : 263.50 / 260.50 m
Receiver height    :      1.50 / 4.50 m
Topography         :      1           (Flat/gentle slope; no barrier)
Reference angle    :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 42.73 + 0.00) = 42.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.27	0.00	-20.09	-1.46	0.00	0.00	0.00	42.73

Segment Leq : 42.73 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 41.64 + 0.00) = 41.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.76	0.00	-20.66	-1.46	0.00	0.00	0.00	41.64

Segment Leq : 41.64 dBA

Total Leq All Segments: 45.23 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 35.36 + 0.00) = 35.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.92	0.00	-19.22	-1.35	0.00	0.00	0.00	35.36

Segment Leq : 35.36 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 35.02 + 0.00) = 35.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.11	0.00	-19.74	-1.34	0.00	0.00	0.00	35.02

Segment Leq : 35.02 dBA

Total Leq All Segments: 38.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 45.23
(NIGHT): 38.20

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12989/1029 veh/TimePeriod *
Medium truck volume : 55/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.42
Heavy Truck % of Total Volume : 0.21
Day (16 hrs) % of Total Volume : 92.66

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6011/443 veh/TimePeriod *
Medium truck volume : 47/3 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.78
Heavy Truck % of Total Volume : 0.39
Day (16 hrs) % of Total Volume : 93.14

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB offrmp (day/night)

Car traffic volume : 5001/1104 veh/TimePeriod *
Medium truck volume : 45/10 veh/TimePeriod *
Heavy truck volume : 141/31 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6331
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.86
Heavy Truck % of Total Volume : 2.72
Day (16 hrs) % of Total Volume : 81.92

Data for Segment # 3: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

```

-----
Car traffic volume : 4002/690 veh/TimePeriod *
Medium truck volume : 21/4 veh/TimePeriod *
Heavy truck volume : 10/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4728
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 85.30
  
```

Data for Segment # 4: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.67 m

ROAD (0.00 + 44.92 + 0.00) = 44.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.06	0.00	-17.69	-1.46	0.00	0.00	0.00	44.92

Segment Leq : 44.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 41.25 + 0.00) = 41.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.22	0.00	-18.51	-1.46	0.00	0.00	0.00	41.25

Segment Leq : 41.25 dBA

Results segment # 3: 401SB offrmp (day)

Source height = 1.28 m

ROAD (0.00 + 45.99 + 0.00) = 45.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.26	0.00	-15.81	-1.46	0.00	0.00	0.00	45.99

Segment Leq : 45.99 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 0.71 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.08	0.00	-19.08	-1.46	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Total Leq All Segments: 49.60 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 37.79 + 0.00) = 37.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.02	0.00	-16.88	-1.35	0.00	0.00	0.00	37.79

Segment Leq : 37.79 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

ROAD (0.00 + 33.98 + 0.00) = 33.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.94	0.00	-17.63	-1.34	0.00	0.00	0.00	33.98

Segment Leq : 33.98 dBA

Results segment # 3: 401SB offrmp (night)

Source height = 1.28 m

ROAD (0.00 + 43.47 + 0.00) = 43.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.70	0.00	-14.92	-1.31	0.00	0.00	0.00	43.47

Segment Leq : 43.47 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 0.73 m

ROAD (0.00 + 35.00 + 0.00) = 35.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.55	0.00	-18.21	-1.34	0.00	0.00	0.00	35.00

Segment Leq : 35.00 dBA

Total Leq All Segments: 45.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.60
(NIGHT): 45.30

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6796/641 veh/TimePeriod *
Medium truck volume : 63/6 veh/TimePeriod *
Heavy truck volume : 180/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7704
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.90
Heavy Truck % of Total Volume : 2.56
Day (16 hrs) % of Total Volume : 91.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13105/1544 veh/TimePeriod *
Medium truck volume : 77/9 veh/TimePeriod *
Heavy truck volume : 38/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14778
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 89.46

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.50 / 227.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 3822/577 veh/TimePeriod *
Medium truck volume : 15/2 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.38
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 86.88

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 243.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5307/1049 veh/TimePeriod *
Medium truck volume : 32/6 veh/TimePeriod *
Heavy truck volume : 16/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 83.49

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 19142/1370 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20624
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 93.32
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.26 m

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.45	0.00	-18.47	-1.46	0.00	0.00	0.00	44.52

Segment Leq : 44.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.33	0.00	-19.41	-1.46	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.65 m

ROAD (0.00 + 38.33 + 0.00) = 38.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.69	0.00	-18.90	-1.46	0.00	0.00	0.00	38.33

Segment Leq : 38.33 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.74 m

ROAD (0.00 + 39.28 + 0.00) = 39.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.43	0.00	-19.70	-1.46	0.00	0.00	0.00	39.28

Segment Leq : 39.28 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.65 m

ROAD (0.00 + 56.41 + 0.00) = 56.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.55	0.00	-5.68	-1.46	0.00	0.00	0.00	56.41

Segment Leq : 56.41 dBA

Total Leq All Segments: 57.02 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.26 m

ROAD (0.00 + 38.14 + 0.00) = 38.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.21	0.00	-17.76	-1.31	0.00	0.00	0.00	38.14

Segment Leq : 38.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 37.96 + 0.00) = 37.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.11	0.00	-18.80	-1.34	0.00	0.00	0.00	37.96

Segment Leq : 37.96 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 32.78 + 0.00) = 32.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.45	0.00	-19.31	-1.35	0.00	0.00	0.00	32.78

Segment Leq : 32.78 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.73 m

ROAD (0.00 + 35.91 + 0.00) = 35.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.36	0.00	-19.11	-1.34	0.00	0.00	0.00	35.91

Segment Leq : 35.91 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.62 m

ROAD (0.00 + 51.34 + 0.00) = 51.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.03	0.00	-2.33	-1.35	0.00	0.00	0.00	51.34

Segment Leq : 51.34 dBA

Total Leq All Segments: 51.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.02
(NIGHT): 51.90

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 79.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 3822/577 veh/TimePeriod *
Medium truck volume : 15/2 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4424
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.38
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 86.88

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 22.50 / 25.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5307/1049 veh/TimePeriod *
Medium truck volume : 32/6 veh/TimePeriod *
Heavy truck volume : 16/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6414
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 83.49

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 105.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 19142/1370 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 20624
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.36
Heavy Truck % of Total Volume : 0.18
Day (16 hrs) % of Total Volume : 93.32

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

ROAD (0.00 + 58.03 + 0.00) = 58.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.87	0.00	-5.84	0.00	0.00	0.00	0.00	58.03

Segment Leq : 58.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 54.44 + 0.00) = 54.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.68	0.00	-7.24	0.00	0.00	0.00	0.00	54.44

Segment Leq : 54.44 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.65 m

ROAD (0.00 + 56.93 + 0.00) = 56.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.69	0.00	-1.76	0.00	0.00	0.00	0.00	56.93

Segment Leq : 56.93 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.74 m

ROAD (0.00 + 52.08 + 0.00) = 52.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.43	0.00	-8.35	0.00	0.00	0.00	0.00	52.08

Segment Leq : 52.08 dBA

Results segment # 5: Cousineau (day)

Source height = 0.65 m

ROAD (0.00 + 59.19 + 0.00) = 59.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.55	0.00	-4.37	0.00	0.00	0.00	0.00	59.19

Segment Leq : 59.19 dBA

Total Leq All Segments: 63.80 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 51.19 + 0.00) = 51.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.25	0.00	-6.06	0.00	0.00	0.00	0.00	51.19

Segment Leq : 51.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 47.03 + 0.00) = 47.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.43	0.00	-7.40	0.00	0.00	0.00	0.00	47.03

Segment Leq : 47.03 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.64 m

ROAD (0.00 + 51.14 + 0.00) = 51.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.45	0.00	-2.30	0.00	0.00	0.00	0.00	51.14

Segment Leq : 51.14 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.73 m

ROAD (0.00 + 47.89 + 0.00) = 47.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.36	0.00	-8.47	0.00	0.00	0.00	0.00	47.89

Segment Leq : 47.89 dBA

Results segment # 5: Cousineau (night)

Source height = 0.62 m

ROAD (0.00 + 51.35 + 0.00) = 51.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.03	0.00	-3.68	0.00	0.00	0.00	0.00	51.35

Segment Leq : 51.35 dBA

Total Leq All Segments: 57.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.80
(NIGHT): 57.08

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

ROAD (0.00 + 53.24 + 0.00) = 53.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.87	0.00	-9.17	-1.46	0.00	0.00	0.00	53.24

Segment Leq : 53.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 48.77 + 0.00) = 48.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.68	0.00	-11.46	-1.46	0.00	0.00	0.00	48.77

Segment Leq : 48.77 dBA

Total Leq All Segments: 54.57 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 46.88 + 0.00) = 46.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.25	0.00	-9.06	-1.31	0.00	0.00	0.00	46.88

Segment Leq : 46.88 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 41.84 + 0.00) = 41.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.43	0.00	-11.25	-1.34	0.00	0.00	0.00	41.84

Segment Leq : 41.84 dBA

Total Leq All Segments: 48.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.57
(NIGHT): 48.06

Filename: s_jk_3b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4471/495 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 185/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5242
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 3.91
Day (16 hrs) % of Total Volume : 90.04

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6394/591 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 30/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7085
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 91.54

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 23115/1665 veh/TimePeriod *
Medium truck volume : 338/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25322
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.71
Day (16 hrs) % of Total Volume : 93.28
  
```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.41 m

ROAD (0.00 + 43.21 + 0.00) = 43.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.87	0.00	-19.20	-1.46	0.00	0.00	0.00	43.21

Segment Leq : 43.21 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 40.54 + 0.00) = 40.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.68	0.00	-19.68	-1.46	0.00	0.00	0.00	40.54

Segment Leq : 40.54 dBA

Results segment # 3: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 57.15 + 0.00) = 57.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.84	0.00	-9.23	-1.46	0.00	0.00	0.00	57.15

Segment Leq : 57.15 dBA

Total Leq All Segments: 57.41 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.40 m

ROAD (0.00 + 36.50 + 0.00) = 36.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.25	0.00	-19.30	-1.46	0.00	0.00	0.00	36.50

Segment Leq : 36.50 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 33.20 + 0.00) = 33.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.43	0.00	-19.77	-1.46	0.00	0.00	0.00	33.20

Segment Leq : 33.20 dBA

Results segment # 3: Howard (night)

Source height = 0.92 m

ROAD (0.00 + 48.33 + 0.00) = 48.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.41	0.00	-9.62	-1.46	0.00	0.00	0.00	48.33

Segment Leq : 48.33 dBA

Total Leq All Segments: 48.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.41
(NIGHT): 48.73

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12554/1074 veh/TimePeriod *
Medium truck volume : 169/14 veh/TimePeriod *
Heavy truck volume : 85/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13903
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 92.12

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 13615/965 veh/TimePeriod *
Medium truck volume : 183/13 veh/TimePeriod *
Heavy truck volume : 92/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14875
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 93.38

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13249/2789 veh/TimePeriod *
Medium truck volume : 920/194 veh/TimePeriod *
Heavy truck volume : 7683/1617 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26452
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.21
Heavy Truck % of Total Volume : 35.16
Day (16 hrs) % of Total Volume : 82.61

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5876/1499 veh/TimePeriod *
Medium truck volume : 493/126 veh/TimePeriod *
Heavy truck volume : 3976/1014 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12984
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.77
Heavy Truck % of Total Volume : 38.43
Day (16 hrs) % of Total Volume : 79.68

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 8114/1117 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9408
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 23115/1665 veh/TimePeriod *
Medium truck volume : 338/24 veh/TimePeriod *
Heavy truck volume : 168/12 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25322
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.43
Heavy Truck % of Total Volume : 0.71
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 9080/1339 veh/TimePeriod *
Medium truck volume : 164/24 veh/TimePeriod *
Heavy truck volume : 531/78 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11216
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.68
Heavy Truck % of Total Volume : 5.43
Day (16 hrs) % of Total Volume : 87.15
  
```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 52.93 + 0.00) = 52.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.08	0.00	-12.15	0.00	0.00	0.00	0.00	52.93

Segment Leq : 52.93 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.42	0.00	-12.44	0.00	0.00	0.00	0.00	52.99

Segment Leq : 52.99 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.57	!	2.57

ROAD (0.00 + 64.78 + 0.00) = 64.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.78	0.00	-8.22	0.00	0.00	0.00	-8.78	64.78

Segment Leq : 64.78 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.55	!	2.55

ROAD (0.00 + 61.10 + 0.00) = 61.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.89	0.00	-8.94	0.00	0.00	0.00	-8.85	61.10

Segment Leq : 61.10 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.10	0.00	-9.60	0.00	0.00	0.00	-15.49	38.01

Segment Leq : 38.01 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 58.77 + 0.00) = 58.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.84	0.00	-9.07	0.00	0.00	0.00	0.00	58.77

Segment Leq : 58.77 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.53 m

ROAD (0.00 + 55.73 + 0.00) = 55.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.00	0.00	-12.27	0.00	0.00	0.00	0.00	55.73

Segment Leq : 55.73 dBA

Total Leq All Segments: 67.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 45.56 + 0.00) = 45.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.36	0.00	-11.80	0.00	0.00	0.00	0.00	45.56

Segment Leq : 45.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 44.75 + 0.00) = 44.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.87	0.00	-12.11	0.00	0.00	0.00	0.00	44.75

Segment Leq : 44.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.81	2.81

ROAD (0.00 + 62.70 + 0.00) = 62.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.02	0.00	-7.35	0.00	0.00	0.00	-7.98	62.70

Segment Leq : 62.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 59.48 + 0.00) = 59.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.97	0.00	-8.26	0.00	0.00	0.00	-8.22	59.48

Segment Leq : 59.48 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	1.00	1.00

ROAD (0.00 + 33.17 + 0.00) = 33.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.47	0.00	-8.99	0.00	0.00	0.00	-15.31	33.17

Segment Leq : 33.17 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.92 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.41	0.00	-8.99	0.00	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.53 m

ROAD (0.00 + 50.76 + 0.00) = 50.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.68	0.00	-11.93	0.00	0.00	0.00	0.00	50.76

Segment Leq : 50.76 dBA

Total Leq All Segments: 64.84 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.65
(NIGHT): 64.84

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14804/3047 veh/TimePeriod *
Medium truck volume : 709/146 veh/TimePeriod *
Heavy truck volume : 4918/1012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24636
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.07
Day (16 hrs) % of Total Volume : 82.93

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 13610/2931 veh/TimePeriod *
Medium truck volume : 923/199 veh/TimePeriod *
Heavy truck volume : 7658/1649 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 26971
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.16
Heavy Truck % of Total Volume : 34.51
Day (16 hrs) % of Total Volume : 82.28

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.22 m

ROAD (0.00 + 63.75 + 0.00) = 63.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.08	0.00	-14.92	-1.42	0.00	0.00	0.00	63.75

Segment Leq : 63.75 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

ROAD (0.00 + 66.43 + 0.00) = 66.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.78	0.00	-13.93	-1.41	0.00	0.00	0.00	66.43

Segment Leq : 66.43 dBA

Total Leq All Segments: 68.30 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.21 m

ROAD (0.00 + 60.70 + 0.00) = 60.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.23	0.00	-14.26	-1.26	0.00	0.00	0.00	60.70

Segment Leq : 60.70 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

ROAD (0.00 + 63.51 + 0.00) = 63.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.12	0.00	-13.35	-1.25	0.00	0.00	0.00	63.51

Segment Leq : 63.51 dBA

Total Leq All Segments: 65.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.30
(NIGHT): 65.34

**APPENDIX B.6.3 – MOE STAMSON TRAFFIC NOISE MODELING
PARAMETERS FOR MODELLEING OF SURFACE ALTERNATIVES –
ALTERNATIVE 3 2035**

DRAFT

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```

-----
Car traffic volume : 6003/591 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6594
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.03
  
```

Data for Segment # 3: Labelle (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.74 + 0.00) = 40.74 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.76 0.00 -8.95 -1.24 0.00 0.00 -13.83 40.74
-----
  
```

Segment Leq : 40.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.83 ! 1.50 ! -0.57 ! 1.43

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.64	0.00	-5.93	-1.24	0.00	0.00	-14.07	46.41

Segment Leq : 46.41 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 1.50 ! -0.56 ! 1.44

ROAD (0.00 + 32.36 + 0.00) = 32.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.84	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.36

Segment Leq : 32.36 dBA

Total Leq All Segments: 47.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.07 !	4.07

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.16	0.00	-8.75	-1.07	0.00	0.00	-5.33	41.01

Segment Leq : 41.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.85 !	3.85

ROAD (0.00 + 46.99 + 0.00) = 46.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.01	0.00	-6.07	-1.07	0.00	0.00	-5.88	46.99

Segment Leq : 46.99 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	4.50	!	1.89	!	3.89

ROAD (0.00 + 33.76 + 0.00) = 33.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.79	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.76

Segment Leq : 33.76 dBA

Total Leq All Segments: 48.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.58
(NIGHT): 48.13

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.50 / 39.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Labelle (day/night)

```
-----
Car traffic volume : 6003/591 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 6594
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.03
```

Data for Segment # 3: Labelle (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
```

ROAD (0.00 + 40.74 + 0.00) = 40.74 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.76 0.00 -8.95 -1.24 0.00 0.00 -13.83 40.74
-----
```

Segment Leq : 40.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.64	0.00	-5.93	-1.24	0.00	0.00	-14.07	46.41

Segment Leq : 46.41 dBA

Results segment # 3: Labelle (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 32.36 + 0.00) = 32.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.84	0.00	-10.43	-1.26	0.00	0.00	-13.81	32.36

Segment Leq : 32.36 dBA

Total Leq All Segments: 47.58 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	4.50	!	2.07	!	4.07

ROAD (0.00 + 41.01 + 0.00) = 41.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.16	0.00	-8.75	-1.07	0.00	0.00	-5.33	41.01

Segment Leq : 41.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	4.50	!	1.85	!	3.85

ROAD (0.00 + 46.99 + 0.00) = 46.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.01	0.00	-6.07	-1.07	0.00	0.00	-5.88	46.99

Segment Leq : 46.99 dBA

Results segment # 3: Labelle (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.50 ! 4.50 ! 1.89 ! 3.89

ROAD (0.00 + 33.76 + 0.00) = 33.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.79	0.00	-10.49	-1.09	0.00	0.00	-5.45	33.76

Segment Leq : 33.76 dBA

Total Leq All Segments: 48.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.58
(NIGHT): 48.13

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 76.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

```

-----
Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89
  
```

Data for Segment # 4: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.50 / 35.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.57 + 0.00) = 40.57 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.76 0.00 -9.72 -1.24 0.00 0.00 -13.24 40.57
-----
  
```

Segment Leq : 40.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	1.50	!	-0.58	!	1.42

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.64	0.00	-7.09	-1.24	0.00	0.00	-13.45	45.86

Segment Leq : 45.86 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.87	!	1.50	!	-0.48	!	1.52

ROAD (0.00 + 50.50 + 0.00) = 50.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.59	0.00	-7.08	0.00	0.00	0.00	-13.01	50.50

Segment Leq : 50.50 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.98	1.50	-0.59	1.41

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	65.24	0.00	-4.71	-1.23	0.00	0.00	-13.67	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 52.98 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	2.06	4.06

ROAD (0.00 + 40.34 + 0.00) = 40.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.16	0.00	-9.44	-1.07	0.00	0.00	-5.31	40.34

Segment Leq : 40.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.87 !	3.87

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.01	0.00	-7.10	-1.07	0.00	0.00	-5.73	46.11

Segment Leq : 46.11 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.87 !	4.50 !	2.24 !	4.24

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.46	0.00	-7.24	0.00	0.00	0.00	-5.09	54.13

Segment Leq : 54.13 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.98 ! 4.50 ! 1.51 ! 3.51

ROAD (0.00 + 45.24 + 0.00) = 45.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	58.28	0.00	-5.39	-1.06	0.00	0.00	-6.60	45.24

Segment Leq : 45.24 dBA

Total Leq All Segments: 55.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.98
(NIGHT): 55.36

Filename: n_gh_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 64.50 / 67.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.50 / 46.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: 401NB offrmp (day/night)

```

-----
Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89
  
```

Data for Segment # 3: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.80 / 115.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 2.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! -0.55 ! 1.45
  
```

ROAD (0.00 + 40.57 + 0.00) = 40.57 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 64.76 0.00 -9.72 -1.24 0.00 0.00 -13.24 40.57
-----
  
```

Segment Leq : 40.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	1.50	-0.58	1.42

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	67.64	0.00	-7.09	-1.24	0.00	0.00	-13.45	45.86

Segment Leq : 45.86 dBA

Results segment # 3: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.98	1.50	-0.52	1.48

ROAD (0.00 + 43.22 + 0.00) = 43.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.24	0.00	-8.99	0.00	0.00	0.00	-13.04	43.22

Segment Leq : 43.22 dBA

Total Leq All Segments: 48.51 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	4.50 !	2.06 !	4.06

ROAD (0.00 + 40.34 + 0.00) = 40.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	56.16	0.00	-9.44	-1.07	0.00	0.00	-5.31	40.34

Segment Leq : 40.34 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	1.87 !	3.87

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	60.01	0.00	-7.10	-1.07	0.00	0.00	-5.73	46.11

Segment Leq : 46.11 dBA

Results segment # 3: 401NB offrmp (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.98 ! 4.50 ! 2.44 ! 4.44

ROAD (0.00 + 49.40 + 0.00) = 49.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.28	0.00	-8.88	0.00	0.00	0.00	-5.00	44.40*
-90	90	0.00	58.28	0.00	-8.88	0.00	0.00	0.00	0.00	49.40

* Bright Zone !

Segment Leq : 49.40 dBA

Total Leq All Segments: 51.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.51
(NIGHT): 51.42

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14121/1048 veh/TimePeriod *
Medium truck volume : 110/8 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 93.09

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 72.50 / 91.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 11998/1238 veh/TimePeriod *
Medium truck volume : 123/13 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13439
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 90.65
  
```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 51.50 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 8.00 / 29.50 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.78 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 53.03 + 0.00) = 53.03 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.90 0.00 -6.84 0.00 0.00 0.00 0.00 -5.02 53.03
-----
  
```

Segment Leq : 53.03 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	1.40 !	1.40

ROAD (0.00 + 54.11 + 0.00) = 54.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.50	0.00	-5.36	0.00	0.00	0.00	-5.04	54.11

Segment Leq : 54.11 dBA

Total Leq All Segments: 56.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	4.50 !	3.40 !	3.40

ROAD (0.00 + 48.75 + 0.00) = 48.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.61	0.00	-7.85	0.00	0.00	0.00	-1.05	47.70*
-90	90	0.00	56.61	0.00	-7.85	0.00	0.00	0.00	0.00	48.75

* Bright Zone !

Segment Leq : 48.75 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.83	!	4.50	!	2.98	!	2.98

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.62	0.00	-6.75	0.00	0.00	0.00	-2.12	48.75*
-90	90	0.00	57.62	0.00	-6.75	0.00	0.00	0.00	0.00	50.87

* Bright Zone !

Segment Leq : 50.87 dBA

Total Leq All Segments: 52.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.61
(NIGHT): 52.95

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11781/769 veh/TimePeriod *
Medium truck volume : 110/7 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12726
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 93.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 135.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9691/1053 veh/TimePeriod *
Medium truck volume : 101/11 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10912
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.50 / 113.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 17617/1320 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18937
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.03
  
```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 26.00 / 29.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 47.32 + 0.00) = 47.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.32	0.00	-15.54	-1.46	0.00	0.00	0.00	47.32

Segment Leq : 47.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 47.87 + 0.00) = 47.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.59	0.00	-14.27	-1.46	0.00	0.00	0.00	47.87

Segment Leq : 47.87 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.13 + 0.00) = 60.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.52	0.00	-2.39	0.00	0.00	0.00	0.00	60.13

Segment Leq : 60.13 dBA

Total Leq All Segments: 60.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 39.02 + 0.00) = 39.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.55	0.00	-15.19	-1.34	0.00	0.00	0.00	39.02

Segment Leq : 39.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 41.59 + 0.00) = 41.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.90	0.00	-13.98	-1.34	0.00	0.00	0.00	41.59

Segment Leq : 41.59 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 51.41 + 0.00) = 51.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.28	0.00	-2.86	0.00	0.00	0.00	0.00	51.41

Segment Leq : 51.41 dBA

Total Leq All Segments: 52.06 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.59
(NIGHT): 52.06

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10932/716 veh/TimePeriod *
Medium truck volume : 60/4 veh/TimePeriod *
Heavy truck volume : 30/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11744
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.50 / 103.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9616/896 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10614
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.64
Heavy Truck % of Total Volume : 0.32
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cabana Rd (day/night)

```

-----
Car traffic volume : 17617/1320 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18937
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.03

```

Data for Segment # 3: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 23.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 55.89 + 0.00) = 55.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.50	0.00	-7.61	0.00	0.00	0.00	0.00	55.89

Segment Leq : 55.89 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.75 m

ROAD (0.00 + 56.73 + 0.00) = 56.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.07	0.00	-6.33	0.00	0.00	0.00	0.00	56.73

Segment Leq : 56.73 dBA

Results segment # 3: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 58.72 + 0.00) = 58.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.52	0.00	-3.80	0.00	0.00	0.00	0.00	58.72

Segment Leq : 58.72 dBA

Total Leq All Segments: 62.05 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 46.29 + 0.00) = 46.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.68	0.00	-8.39	0.00	0.00	0.00	0.00	46.29

Segment Leq : 46.29 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 48.40 + 0.00) = 48.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.80	0.00	-7.40	0.00	0.00	0.00	0.00	48.40

Segment Leq : 48.40 dBA

Results segment # 3: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.42 + 0.00) = 52.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.28	0.00	-1.86	0.00	0.00	0.00	0.00	52.42

Segment Leq : 52.42 dBA

Total Leq All Segments: 54.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.05
(NIGHT): 54.57

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12570/958 veh/TimePeriod *
Medium truck volume : 47/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13604
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 81.50 / 84.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 6252/533 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6839
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 92.14

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.50 / 64.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 56.51 + 0.00) = 56.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.86	0.00	-7.35	0.00	0.00	0.00	0.00	56.51

Segment Leq : 56.51 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.71 m

ROAD (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.03	0.00	-6.13	0.00	0.00	0.00	0.00	54.90

Segment Leq : 54.90 dBA

Total Leq All Segments: 58.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 48.24 + 0.00) = 48.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.75	0.00	-7.51	0.00	0.00	0.00	0.00	48.24

Segment Leq : 48.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.24	0.00	-6.33	0.00	0.00	0.00	0.00	46.90

Segment Leq : 46.90 dBA

Total Leq All Segments: 50.63 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.79
(NIGHT): 50.63

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6822/614 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 152/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7669
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 2.16
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 209.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12614/1505 veh/TimePeriod *
Medium truck volume : 74/9 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14243
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 89.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 185.50 / 188.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Dr (day/night)

```

-----
Car traffic volume : 12616/1051 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13667
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.31

```

Data for Segment # 3: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 162.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 43.71 + 0.00) = 43.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-18.90	-1.46	0.00	0.00	0.00	43.71

Segment Leq : 43.71 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 44.58 + 0.00) = 44.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-18.13	-1.46	0.00	0.00	0.00	44.58

Segment Leq : 44.58 dBA

Results segment # 3: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 42.28 + 0.00) = 42.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.07	0.00	-17.33	-1.46	0.00	0.00	0.00	42.28

Segment Leq : 42.28 dBA

Total Leq All Segments: 48.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 37.30 + 0.00) = 37.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.70	0.00	-18.07	-1.32	0.00	0.00	0.00	37.30

Segment Leq : 37.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 39.04 + 0.00) = 39.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.90	0.00	-17.52	-1.34	0.00	0.00	0.00	39.04

Segment Leq : 39.04 dBA

Results segment # 3: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 35.40 + 0.00) = 35.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.29	0.00	-16.53	-1.35	0.00	0.00	0.00	35.40

Segment Leq : 35.40 dBA

Total Leq All Segments: 42.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.40
(NIGHT): 42.27

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 146.50 / 149.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.50 / 128.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Cousineau Rd (day/night)

```

-----
Car traffic volume : 12616/1051 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 13667
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.31
  
```

Data for Segment # 3: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.82	0.00	-9.90	0.00	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.32	0.00	-9.23	0.00	0.00	0.00	0.00	52.09

Segment Leq : 52.09 dBA

Results segment # 3: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 61.07 + 0.00) = 61.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.07	0.00	0.00	0.00	0.00	0.00	0.00	61.07

Segment Leq : 61.07 dBA

Total Leq All Segments: 62.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 47.01 + 0.00) = 47.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.00	0.00	-9.99	0.00	0.00	0.00	0.00	47.01

Segment Leq : 47.01 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 44.75 + 0.00) = 44.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-9.33	0.00	0.00	0.00	0.00	44.75

Segment Leq : 44.75 dBA

Results segment # 3: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.29	0.00	-0.79	0.00	0.00	0.00	0.00	52.50

Segment Leq : 52.50 dBA

Total Leq All Segments: 54.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.27
(NIGHT): 54.11

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 372.50 / 375.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 350.50 / 354.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

ROAD (0.00 + 39.20 + 0.00) = 39.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.82	0.00	-23.16	-1.46	0.00	0.00	0.00	39.20

Segment Leq : 39.20 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 37.14 + 0.00) = 37.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.32	0.00	-22.72	-1.46	0.00	0.00	0.00	37.14

Segment Leq : 37.14 dBA

Total Leq All Segments: 41.30 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 33.67 + 0.00) = 33.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.00	0.00	-22.02	-1.31	0.00	0.00	0.00	33.67

Segment Leq : 33.67 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 30.91 + 0.00) = 30.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.07	0.00	-21.83	-1.34	0.00	0.00	0.00	30.91

Segment Leq : 30.91 dBA

Total Leq All Segments: 35.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 41.30
(NIGHT): 35.52

Filename: n_jk_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4546/507 veh/TimePeriod *
Medium truck volume : 64/7 veh/TimePeriod *
Heavy truck volume : 213/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5360
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 4.41
Day (16 hrs) % of Total Volume : 89.97

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 109.50 / 112.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 27.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6886/639 veh/TimePeriod *
Medium truck volume : 61/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.51

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.50 / 79.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 28.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00

Road data, segment # 3: Howard Ave. (day/night)

```
-----
Car traffic volume : 18354/1305 veh/TimePeriod *
Medium truck volume : 226/16 veh/TimePeriod *
Heavy truck volume : 112/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 20022
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.36
```

Data for Segment # 3: Howard Ave. (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 24.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.50 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.45 ! 1.50 ! -1.01 ! 1.49
```

ROAD (0.00 + 45.60 + 0.00) = 45.60 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.28 0.00 -8.63 0.00 0.00 0.00 -10.05 45.60
-----
```

Segment Leq : 45.60 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	1.50	-1.22	1.28

ROAD (0.00 + 44.16 + 0.00) = 44.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.94	0.00	-7.02	0.00	0.00	0.00	-10.76	44.16

Segment Leq : 44.16 dBA

Results segment # 3: Howard Ave. (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	1.50	-1.09	1.41

ROAD (0.00 + 46.06 + 0.00) = 46.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.58	0.00	-10.62	0.00	0.00	0.00	-9.90	46.06

Segment Leq : 46.06 dBA

Total Leq All Segments: 50.12 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.45 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.45 !	4.50 !	1.27 !	3.77

ROAD (0.00 + 43.06 + 0.00) = 43.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.79	0.00	-8.75	0.00	0.00	0.00	-5.98	43.06

Segment Leq : 43.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.82 !	4.50 !	0.71 !	3.21

ROAD (0.00 + 40.35 + 0.00) = 40.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.68	0.00	-7.24	0.00	0.00	0.00	-7.08	40.35

Segment Leq : 40.35 dBA

Results segment # 3: Howard Ave. (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.88 ! 4.50 ! 1.65 ! 4.15

ROAD (0.00 + 42.05 + 0.00) = 42.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.11	0.00	-10.41	0.00	0.00	0.00	-5.65	42.05

Segment Leq : 42.05 dBA

Total Leq All Segments: 46.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.12
(NIGHT): 46.73

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1146 veh/TimePeriod *
Medium truck volume : 187/16 veh/TimePeriod *
Heavy truck volume : 94/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 92.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 63.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14503/1040 veh/TimePeriod *
Medium truck volume : 201/14 veh/TimePeriod *
Heavy truck volume : 101/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15866
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 49.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 14.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14222/3118 veh/TimePeriod *
Medium truck volume : 1115/244 veh/TimePeriod *
Heavy truck volume : 9496/2082 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30276
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.49
Heavy Truck % of Total Volume : 38.24
Day (16 hrs) % of Total Volume : 82.02

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 173.50 / 176.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 168.00 / 171.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 14288/3260 veh/TimePeriod *
Medium truck volume : 825/188 veh/TimePeriod *
Heavy truck volume : 5983/1365 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25909
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.91
Heavy Truck % of Total Volume : 28.36
Day (16 hrs) % of Total Volume : 81.42

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 154.50 / 158.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 149.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 18354/1305 veh/TimePeriod *
Medium truck volume : 226/16 veh/TimePeriod *
Heavy truck volume : 112/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20022
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.36

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 131.00 / 134.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9722/1442 veh/TimePeriod *
Medium truck volume : 189/28 veh/TimePeriod *
Heavy truck volume : 700/104 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 6.60
Day (16 hrs) % of Total Volume : 87.08

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 46.80 / 49.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8463/1157 veh/TimePeriod *
Medium truck volume : 111/15 veh/TimePeriod *
Heavy truck volume : 56/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 87.97
  
```

Data for Segment # 7: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 149.80 / 152.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 148.00 / 151.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.38 ! 1.38
  
```

ROAD (0.00 + 51.19 + 0.00) = 51.19 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.43 0.00 -6.23 0.00 0.00 0.00 0.00 -8.01 51.19
-----
  
```

Segment Leq : 51.19 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 52.61 + 0.00) = 52.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.74	0.00	-4.77	0.00	0.00	0.00	-8.37	52.61

Segment Leq : 52.61 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.50 !	2.50

ROAD (0.00 + 63.06 + 0.00) = 63.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.66	0.00	-10.63	0.00	0.00	0.00	-8.97	63.06

Segment Leq : 63.06 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.31 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.31 !	1.50 !	2.42 !	2.42

ROAD (0.00 + 61.48 + 0.00) = 61.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.83	0.00	-10.13	0.00	0.00	0.00	-9.22	61.48

Segment Leq : 61.48 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.56 + 0.00) = 49.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.58	0.00	-9.41	0.00	0.00	0.00	-7.61	49.56

Segment Leq : 49.56 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	1.50	!	1.53	!	1.53

ROAD (0.00 + 56.21 + 0.00) = 56.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.96	0.00	-4.94	0.00	0.00	0.00	-7.82	56.21

Segment Leq : 56.21 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	0.95	!	0.95

ROAD (0.00 + 37.84 + 0.00) = 37.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.33	0.00	-9.99	0.00	0.00	0.00	-15.49	37.84

Segment Leq : 37.84 dBA

Total Leq All Segments: 66.29 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.63	3.63

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.74	0.00	-6.43	0.00	0.00	0.00	-4.51	46.80*
-90	90	0.00	57.74	0.00	-6.43	0.00	0.00	0.00	0.00	51.30

* Bright Zone !

Segment Leq : 51.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	3.47	3.47

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.26	0.00	-5.14	0.00	0.00	0.00	-4.69	47.43*
-90	90	0.00	57.26	0.00	-5.14	0.00	0.00	0.00	0.00	52.12

* Bright Zone !

Segment Leq : 52.12 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.40 ! 4.50 ! 2.59 ! 2.59

ROAD (0.00 + 59.71 + 0.00) = 59.71 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
 -90 90 0.00 79.08 0.00 -10.71 0.00 0.00 0.00 -8.66 59.71
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 59.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.31 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
 2.31 ! 4.50 ! 2.52 ! 2.52

ROAD (0.00 + 58.30 + 0.00) = 58.30 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
 -90 90 0.00 77.42 0.00 -10.24 0.00 0.00 0.00 -8.88 58.30
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 58.30 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.15	4.15

ROAD (0.00 + 48.60 + 0.00) = 48.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.11	0.00	-9.51	0.00	0.00	0.00	-2.75	45.86*
-90	90	0.00	58.11	0.00	-9.51	0.00	0.00	0.00	0.00	48.60

* Bright Zone !

Segment Leq : 48.60 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	3.74	3.74

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.69	0.00	-5.21	0.00	0.00	0.00	-4.06	54.42*
-90	90	0.00	63.69	0.00	-5.21	0.00	0.00	0.00	0.00	58.48

* Bright Zone !

Segment Leq : 58.48 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 4.50 ! 1.00 ! 1.00

ROAD (0.00 + 32.30 + 0.00) = 32.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.73	0.00	-10.08	0.00	0.00	0.00	-15.35	32.30

Segment Leq : 32.30 dBA

Total Leq All Segments: 64.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.29
(NIGHT): 64.29

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 13488/1146 veh/TimePeriod *
Medium truck volume : 187/16 veh/TimePeriod *
Heavy truck volume : 94/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 92.17

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.00 / 67.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14503/1040 veh/TimePeriod *
Medium truck volume : 201/14 veh/TimePeriod *
Heavy truck volume : 101/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15866
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 29.00 / 32.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 14222/3118 veh/TimePeriod *
Medium truck volume : 1115/244 veh/TimePeriod *
Heavy truck volume : 9496/2082 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30276
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.49
Heavy Truck % of Total Volume : 38.24
Day (16 hrs) % of Total Volume : 82.02

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 6828/1901 veh/TimePeriod *
Medium truck volume : 634/176 veh/TimePeriod *
Heavy truck volume : 5162/1437 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16139
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.02
Heavy Truck % of Total Volume : 40.89
Day (16 hrs) % of Total Volume : 78.22

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 182.50 / 185.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 8405/1990 veh/TimePeriod *
Medium truck volume : 110/26 veh/TimePeriod *
Heavy truck volume : 55/13 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10598
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.28
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.86

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 205.80 / 208.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 9722/1442 veh/TimePeriod *
Medium truck volume : 189/28 veh/TimePeriod *
Heavy truck volume : 700/104 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12186
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.78
Heavy Truck % of Total Volume : 6.60
Day (16 hrs) % of Total Volume : 87.08

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 127.80 / 130.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 6.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401NB on rmp (day/night)

Car traffic volume : 8463/1157 veh/TimePeriod *
Medium truck volume : 111/15 veh/TimePeriod *
Heavy truck volume : 56/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9811
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 87.97

Data for Segment # 7: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 64.80 / 67.80 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Elevation : 2.00 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 8: 401SB on rmp (day/night)

```

-----
Car traffic volume : 8915/1984 veh/TimePeriod *
Medium truck volume : 170/38 veh/TimePeriod *
Heavy truck volume : 600/133 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11840
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.76
Heavy Truck % of Total Volume : 6.19
Day (16 hrs) % of Total Volume : 81.80
  
```

Data for Segment # 8: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 275.80 / 278.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.91 ! 1.50 ! 1.42 ! 1.42
  
```

ROAD (0.00 + 50.61 + 0.00) = 50.61 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.43 0.00 -6.30 0.00 0.00 0.00 0.00 -8.52 50.61
-----
  
```

Segment Leq : 50.61 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.32 !	1.32

ROAD (0.00 + 50.96 + 0.00) = 50.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	65.74	0.00	-4.28	-1.17	0.00	0.00	-9.34	50.96

Segment Leq : 50.96 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	1.54 !	1.54

ROAD (0.00 + 63.47 + 0.00) = 63.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.66	0.00	-11.24	0.00	0.00	0.00	-7.95	63.47

Segment Leq : 63.47 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.54	!	1.54

ROAD (0.00 + 61.19 + 0.00) = 61.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.00	0.00	-10.85	0.00	0.00	0.00	-7.95	61.19

Segment Leq : 61.19 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.47	!	1.47

ROAD (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.29	0.00	-11.37	0.00	0.00	0.00	-8.13	43.78

Segment Leq : 43.78 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.60	!	1.50	!	1.51	!	1.51

ROAD (0.00 + 51.56 + 0.00) = 51.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.96	0.00	-9.30	0.00	0.00	0.00	-8.10	51.56

Segment Leq : 51.56 dBA

Results segment # 7: 401NB on rmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	1.50	!	1.42	!	1.42

ROAD (0.00 + 48.45 + 0.00) = 48.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.33	0.00	-6.35	0.00	0.00	0.00	-8.52	48.45

Segment Leq : 48.45 dBA

Results segment # 8: 401SB on rmp (day)

Source height = 1.58 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.58	1.50	1.50	1.50

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.37	0.00	-12.65	0.00	0.00	0.00	-8.02	47.70

Segment Leq : 47.70 dBA

Total Leq All Segments: 66.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.86	3.86

ROAD (0.00 + 51.24 + 0.00) = 51.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.74	0.00	-6.50	0.00	0.00	0.00	-3.70	47.53*
-90	90	0.00	57.74	0.00	-6.50	0.00	0.00	0.00	0.00	51.24

* Bright Zone !

Segment Leq : 51.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.90 !	4.50 !	3.04 !	3.04

ROAD (0.00 + 46.65 + 0.00) = 46.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	57.26	0.00	-4.62	-0.99	0.00	0.00	-5.00	46.65

Segment Leq : 46.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	4.37 !	4.37

ROAD (0.00 + 67.78 + 0.00) = 67.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.08	0.00	-11.30	0.00	0.00	0.00	-1.55	66.22*
-90	90	0.00	79.08	0.00	-11.30	0.00	0.00	0.00	0.00	67.78

* Bright Zone !

Segment Leq : 67.78 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.35	4.35

ROAD (0.00 + 66.53 + 0.00) = 66.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.45	0.00	-10.92	0.00	0.00	0.00	-1.59	64.94*
-90	90	0.00	77.45	0.00	-10.92	0.00	0.00	0.00	0.00	66.53

* Bright Zone !

Segment Leq : 66.53 dBA

Results segment # 5: 401SB offrmp (night)

 Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.28	4.28

ROAD (0.00 + 48.60 + 0.00) = 48.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.04	0.00	-11.44	0.00	0.00	0.00	-2.11	46.49*
-90	90	0.00	60.04	0.00	-11.44	0.00	0.00	0.00	0.00	48.60

* Bright Zone !

Segment Leq : 48.60 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	4.21	4.21

ROAD (0.00 + 54.29 + 0.00) = 54.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.69	0.00	-9.41	0.00	0.00	0.00	-2.37	51.92*
-90	90	0.00	63.69	0.00	-9.41	0.00	0.00	0.00	0.00	54.29

* Bright Zone !

Segment Leq : 54.29 dBA

Results segment # 7: 401NB on rmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	3.81	3.81

ROAD (0.00 + 51.18 + 0.00) = 51.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.73	0.00	-6.55	0.00	0.00	0.00	-3.95	47.23*
-90	90	0.00	57.73	0.00	-6.55	0.00	0.00	0.00	0.00	51.18

* Bright Zone !

Segment Leq : 51.18 dBA

Results segment # 8: 401SB on rmp (night)

Source height = 1.58 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.58 ! 4.50 ! 4.36 ! 4.36

ROAD (0.00 + 52.15 + 0.00) = 52.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.84	0.00	-12.69	0.00	0.00	0.00	-1.60	50.55*
-90	90	0.00	64.84	0.00	-12.69	0.00	0.00	0.00	0.00	52.15

* Bright Zone !

Segment Leq : 52.15 dBA

Total Leq All Segments: 70.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.10
(NIGHT): 70.54

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 14891/3222 veh/TimePeriod *
Medium truck volume : 1120/242 veh/TimePeriod *
Heavy truck volume : 9444/2044 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30963
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.40
Heavy Truck % of Total Volume : 37.10
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.00 / 79.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 16064/3441 veh/TimePeriod *
Medium truck volume : 832/178 veh/TimePeriod *
Heavy truck volume : 5838/1250 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27604
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.66
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 82.36
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 1.68 ! 1.68
  
```

ROAD (0.00 + 64.34 + 0.00) = 64.34 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 82.65 0.00 -10.22 -1.08 0.00 0.00 -7.01 64.34
-----
  
```

Segment Leq : 64.34 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	1.69	1.69

ROAD (0.00 + 63.85 + 0.00) = 63.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.79	0.00	-8.76	-1.09	0.00	0.00	-7.09	63.85

Segment Leq : 63.85 dBA

Total Leq All Segments: 67.11 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.02	4.02

ROAD (0.00 + 66.63 + 0.00) = 66.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.02	0.00	-9.81	-0.90	0.00	0.00	-3.65	64.65*
-90	90	0.54	79.02	0.00	-11.13	-1.25	0.00	0.00	0.00	66.63

* Bright Zone !

Segment Leq : 66.63 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.25	!	4.50	!	4.04	!	4.04

ROAD (0.00 + 66.20 + 0.00) = 66.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.10	0.00	-8.50	-0.91	0.00	0.00	-2.99	64.70*
-90	90	0.55	77.10	0.00	-9.64	-1.26	0.00	0.00	0.00	66.20

* Bright Zone !

Segment Leq : 66.20 dBA

Total Leq All Segments: 69.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.11
(NIGHT): 69.43

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4827/1020 veh/TimePeriod *
Medium truck volume : 641/135 veh/TimePeriod *
Heavy truck volume : 5957/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13841
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.61
Heavy Truck % of Total Volume : 52.14
Day (16 hrs) % of Total Volume : 82.55

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 277.50 / 280.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2536/745 veh/TimePeriod *
Medium truck volume : 310/91 veh/TimePeriod *
Heavy truck volume : 2824/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7336
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.47
Heavy Truck % of Total Volume : 49.81
Day (16 hrs) % of Total Volume : 77.29

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 295.50 / 298.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```

-----
Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68
  
```

Data for Segment # 5: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 55.56 + 0.00) = 55.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.71	0.00	-3.15	0.00	0.00	0.00	0.00	55.56

Segment Leq : 55.56 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.89 + 0.00) = 61.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.51	0.00	-17.65	-0.97	0.00	0.00	0.00	61.89

Segment Leq : 61.89 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.29 + 0.00) = 58.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.29	0.00	-18.03	-0.97	0.00	0.00	0.00	58.29

Segment Leq : 58.29 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.25 + 0.00) = 51.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-23.28	-1.46	0.00	0.00	0.00	51.25

Segment Leq : 51.25 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.27 + 0.00) = 49.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-23.63	-1.46	0.00	0.00	0.00	49.27

Segment Leq : 49.27 dBA

Total Leq All Segments: 64.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.85	0.00	-0.54	0.00	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.42 + 0.00) = 59.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.77	0.00	-16.57	-0.78	0.00	0.00	0.00	59.42

Segment Leq : 59.42 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 57.28 + 0.00) = 57.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.98	0.00	-16.92	-0.78	0.00	0.00	0.00	57.28

Segment Leq : 57.28 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.86 + 0.00) = 44.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.86

Segment Leq : 44.86 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-22.50	-1.31	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Total Leq All Segments: 61.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.47
(NIGHT): 61.89

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Garde (day/night)

Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 1: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4827/1020 veh/TimePeriod *
Medium truck volume : 641/135 veh/TimePeriod *
Heavy truck volume : 5957/1259 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13841
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.61
Heavy Truck % of Total Volume : 52.14
Day (16 hrs) % of Total Volume : 82.55

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2536/745 veh/TimePeriod *
Medium truck volume : 310/91 veh/TimePeriod *
Heavy truck volume : 2824/830 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7336
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.47
Heavy Truck % of Total Volume : 49.81
Day (16 hrs) % of Total Volume : 77.29

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 8.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

Car traffic volume : 1248/350 veh/TimePeriod *
Medium truck volume : 72/20 veh/TimePeriod *
Heavy truck volume : 383/108 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2180
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.21
Heavy Truck % of Total Volume : 22.49
Day (16 hrs) % of Total Volume : 78.07

Data for Segment # 4: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 10671/2011 veh/TimePeriod *
Medium truck volume : 196/37 veh/TimePeriod *
Heavy truck volume : 707/133 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13755
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 6.11
Day (16 hrs) % of Total Volume : 84.14

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 6: Malden Rd (day/night)

Car traffic volume : 15975/1395 veh/TimePeriod *
Medium truck volume : 448/39 veh/TimePeriod *
Heavy truck volume : 225/20 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18101
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 1.35
Day (16 hrs) % of Total Volume : 91.97

Data for Segment # 6: Malden Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: ECR EB_401NB (day/night)

Car traffic volume : 873/337 veh/TimePeriod *
Medium truck volume : 26/10 veh/TimePeriod *
Heavy truck volume : 177/68 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.40
Heavy Truck % of Total Volume : 16.48
Day (16 hrs) % of Total Volume : 72.16

Data for Segment # 7: ECR EB_401NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 338.80 / 341.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 8: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: EC Row WB (day/night)

```

-----
Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

```

Data for Segment # 9: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 55.56 + 0.00) = 55.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.71	0.00	-3.15	0.00	0.00	0.00	0.00	55.56

Segment Leq : 55.56 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.81 + 0.00) = 62.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	80.51	0.00	-16.74	-0.97	0.00	0.00	0.00	62.81

Segment Leq : 62.81 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 59.17 + 0.00) = 59.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	77.29	0.00	-17.15	-0.97	0.00	0.00	0.00	59.17

Segment Leq : 59.17 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 2.18 m

ROAD (0.00 + 41.86 + 0.00) = 41.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	65.50	0.00	-22.22	-1.42	0.00	0.00	0.00	41.86

Segment Leq : 41.86 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 51.04 + 0.00) = 51.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.09	0.00	-16.86	-1.19	0.00	0.00	0.00	51.04

Segment Leq : 51.04 dBA

Results segment # 6: Malden Rd (day)

Source height = 1.08 m

ROAD (0.00 + 61.92 + 0.00) = 61.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.48	0.00	-5.56	0.00	0.00	0.00	0.00	61.92

Segment Leq : 61.92 dBA

Results segment # 7: ECR EB_401NB (day)

Source height = 2.01 m

ROAD (0.00 + 37.27 + 0.00) = 37.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.97	0.00	-22.27	-1.43	0.00	0.00	0.00	37.27

Segment Leq : 37.27 dBA

Results segment # 8: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.25 + 0.00) = 51.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-23.28	-1.46	0.00	0.00	0.00	51.25

Segment Leq : 51.25 dBA

Results segment # 9: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.27 + 0.00) = 49.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-23.63	-1.46	0.00	0.00	0.00	49.27

Segment Leq : 49.27 dBA

Total Leq All Segments: 67.00 dBA

Results segment # 1: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.85	0.00	-0.54	0.00	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.27 + 0.00) = 60.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	76.77	0.00	-15.72	-0.78	0.00	0.00	0.00	60.27

Segment Leq : 60.27 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.09 + 0.00) = 58.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	74.98	0.00	-16.11	-0.78	0.00	0.00	0.00	58.09

Segment Leq : 58.09 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 2.18 m

ROAD (0.00 + 40.68 + 0.00) = 40.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.01	0.00	-21.06	-1.27	0.00	0.00	0.00	40.68

Segment Leq : 40.68 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 47.89 + 0.00) = 47.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	64.85	0.00	-15.94	-1.02	0.00	0.00	0.00	47.89

Segment Leq : 47.89 dBA

Results segment # 6: Malden Rd (night)

Source height = 1.08 m

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.93	0.00	-5.80	0.00	0.00	0.00	0.00	54.13

Segment Leq : 54.13 dBA

Results segment # 7: ECR EB_401NB (night)

Source height = 2.01 m

ROAD (0.00 + 37.45 + 0.00) = 37.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	59.83	0.00	-21.11	-1.27	0.00	0.00	0.00	37.45

Segment Leq : 37.45 dBA

Results segment # 8: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.86 + 0.00) = 44.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.12	-1.31	0.00	0.00	0.00	44.86

Segment Leq : 44.86 dBA

Results segment # 9: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-22.50	-1.31	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Total Leq All Segments: 63.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.00
(NIGHT): 63.39

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 479.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 496.00 / 492.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 395.80 / 389.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401NB offrmp (day/night)

Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67

Data for Segment # 6: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 427.80 / 422.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: SpringGarden (day/night)

```

-----
Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90
  
```

Data for Segment # 7: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 37.45 + 0.00) = 37.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-25.03	-1.46	0.00	0.00	0.00	37.45

Segment Leq : 37.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 40.02 + 0.00) = 40.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-25.22	-1.46	0.00	0.00	0.00	40.02

Segment Leq : 40.02 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-22.08	-1.46	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.40 + 0.00) = 50.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-22.50	-1.46	0.00	0.00	0.00	50.40

Segment Leq : 50.40 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.80 m

ROAD (0.00 + 44.99 + 0.00) = 44.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.90	0.00	-23.47	-1.44	0.00	0.00	0.00	44.99

Segment Leq : 44.99 dBA

Results segment # 6: 401NB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 38.31 + 0.00) = 38.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.93	0.00	-24.16	-1.46	0.00	0.00	0.00	38.31

Segment Leq : 38.31 dBA

Results segment # 7: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 51.79 + 0.00) = 51.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.71	0.00	-5.46	-1.46	0.00	0.00	0.00	51.79

Segment Leq : 51.79 dBA

Total Leq All Segments: 56.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 29.27 + 0.00) = 29.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.52	0.00	-23.92	-1.34	0.00	0.00	0.00	29.27

Segment Leq : 29.27 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 33.65 + 0.00) = 33.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-24.11	-1.34	0.00	0.00	0.00	33.65

Segment Leq : 33.65 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 46.25 + 0.00) = 46.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-20.74	-1.31	0.00	0.00	0.00	46.25

Segment Leq : 46.25 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-21.20	-1.31	0.00	0.00	0.00	44.42

Segment Leq : 44.42 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.80 m

ROAD (0.00 + 43.59 + 0.00) = 43.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.96	0.00	-22.08	-1.29	0.00	0.00	0.00	43.59

Segment Leq : 43.59 dBA

Results segment # 6: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 32.19 + 0.00) = 32.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.52	0.00	-23.00	-1.33	0.00	0.00	0.00	32.19

Segment Leq : 32.19 dBA

Results segment # 7: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 46.15 + 0.00) = 46.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.85	0.00	-2.34	-1.35	0.00	0.00	0.00	46.15

Segment Leq : 46.15 dBA

Total Leq All Segments: 51.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.90
(NIGHT): 51.42

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 1: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 497.50 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: ECR rmp 2401 (day/night)

Car traffic volume : 873/337 veh/TimePeriod *
Medium truck volume : 26/10 veh/TimePeriod *
Heavy truck volume : 177/68 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.40
Heavy Truck % of Total Volume : 16.48
Day (16 hrs) % of Total Volume : 72.16

Data for Segment # 2: ECR rmp 2401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.80 / 143.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 356.00 / 359.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 377.00 / 380.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB on rmp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 5: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 386.80 / 354.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Spring Garde (day/night)

```

-----
Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90
    
```

Data for Segment # 6: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.99 + 0.00) = 39.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-25.24	-1.46	0.00	0.00	0.00	39.99

Segment Leq : 39.99 dBA

Results segment # 2: ECR rmp 2401 (day)

Source height = 2.01 m

ROAD (0.00 + 43.55 + 0.00) = 43.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	60.97	0.00	-15.99	-1.43	0.00	0.00	0.00	43.55

Segment Leq : 43.55 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-22.83	-1.46	0.00	0.00	0.00	51.70

Segment Leq : 51.70 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.66 + 0.00) = 49.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-23.24	-1.46	0.00	0.00	0.00	49.66

Segment Leq : 49.66 dBA

Results segment # 5: 401SB on rmp (day)

Source height = 1.80 m

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.65	69.90	0.00	-23.30	-1.44	0.00	0.00	0.00	45.16

Segment Leq : 45.16 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 51.79 + 0.00) = 51.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.71	0.00	-5.46	-1.46	0.00	0.00	0.00	51.79

Segment Leq : 51.79 dBA

Total Leq All Segments: 56.60 dBA

Results segment # 1: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 33.54 + 0.00) = 33.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-24.22	-1.34	0.00	0.00	0.00	33.54

Segment Leq : 33.54 dBA

Results segment # 2: ECR rmp 2401 (night)

Source height = 2.01 m

ROAD (0.00 + 43.29 + 0.00) = 43.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	59.83	0.00	-15.26	-1.27	0.00	0.00	0.00	43.29

Segment Leq : 43.29 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-21.70	-1.31	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.50 + 0.00) = 43.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-22.13	-1.31	0.00	0.00	0.00	43.50

Segment Leq : 43.50 dBA

Results segment # 5: 401SB on rmp (night)

Source height = 1.80 m

ROAD (0.00 + 44.23 + 0.00) = 44.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.56	66.96	0.00	-21.45	-1.29	0.00	0.00	0.00	44.23

Segment Leq : 44.23 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 42.60 + 0.00) = 42.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.85	0.00	-5.89	-1.35	0.00	0.00	0.00	42.60

Segment Leq : 42.60 dBA

Total Leq All Segments: 50.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.60
(NIGHT): 50.95

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 40.75 + 0.00) = 40.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-21.74	-1.46	0.00	0.00	0.00	40.75

Segment Leq : 40.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-22.11	-1.46	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-24.11	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.42 + 0.00) = 48.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-24.49	-1.46	0.00	0.00	0.00	48.42

Segment Leq : 48.42 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.71	0.00	-6.51	-1.46	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Total Leq All Segments: 55.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 32.43 + 0.00) = 32.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.52	0.00	-20.75	-1.34	0.00	0.00	0.00	32.43

Segment Leq : 32.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 36.65 + 0.00) = 36.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-21.12	-1.34	0.00	0.00	0.00	36.65

Segment Leq : 36.65 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.90	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.33 + 0.00) = 42.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-23.30	-1.31	0.00	0.00	0.00	42.33

Segment Leq : 42.33 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.62 + 0.00) = 47.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.85	0.00	-0.87	-1.35	0.00	0.00	0.00	47.62

Segment Leq : 47.62 dBA

Total Leq All Segments: 50.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.19
(NIGHT): 50.29

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 306.00 / 303.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 322.00 / 319.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EC Row EB (day/night)

Car traffic volume : 26104/2214 veh/TimePeriod *
Medium truck volume : 419/36 veh/TimePeriod *
Heavy truck volume : 1022/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.52
Heavy Truck % of Total Volume : 3.71
Day (16 hrs) % of Total Volume : 92.18

Data for Segment # 3: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: EC Row WB (day/night)

Car traffic volume : 20475/1858 veh/TimePeriod *
Medium truck volume : 316/29 veh/TimePeriod *
Heavy truck volume : 588/53 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23319
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.48
Heavy Truck % of Total Volume : 2.75
Day (16 hrs) % of Total Volume : 91.68

Data for Segment # 4: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 448.00 / 451.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: SpringGarden (day/night)

```

-----
Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90
  
```

Data for Segment # 5: SpringGarden (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 40.75 + 0.00) = 40.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-21.74	-1.46	0.00	0.00	0.00	40.75

Segment Leq : 40.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 43.13 + 0.00) = 43.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-22.11	-1.46	0.00	0.00	0.00	43.13

Segment Leq : 43.13 dBA

Results segment # 3: EC Row EB (day)

Source height = 1.39 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.98	0.00	-24.11	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 4: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.42 + 0.00) = 48.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.36	0.00	-24.49	-1.46	0.00	0.00	0.00	48.42

Segment Leq : 48.42 dBA

Results segment # 5: SpringGarden (day)

Source height = 0.50 m

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.71	0.00	-6.51	-1.46	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Total Leq All Segments: 55.19 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 32.43 + 0.00) = 32.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.52	0.00	-20.75	-1.34	0.00	0.00	0.00	32.43

Segment Leq : 32.43 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 36.65 + 0.00) = 36.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-21.12	-1.34	0.00	0.00	0.00	36.65

Segment Leq : 36.65 dBA

Results segment # 3: EC Row EB (night)

Source height = 1.39 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.29	0.00	-22.90	-1.31	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Results segment # 4: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.33 + 0.00) = 42.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.94	0.00	-23.30	-1.31	0.00	0.00	0.00	42.33

Segment Leq : 42.33 dBA

Results segment # 5: SpringGarden (night)

Source height = 0.50 m

ROAD (0.00 + 47.62 + 0.00) = 47.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.85	0.00	-0.87	-1.35	0.00	0.00	0.00	47.62

Segment Leq : 47.62 dBA

Total Leq All Segments: 50.29 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.19
(NIGHT): 50.29

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 165.80 / 165.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 195.80 / 198.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 7326/476 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7802
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.90

```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-17.85	-1.46	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 46.58 + 0.00) = 46.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-18.66	-1.46	0.00	0.00	0.00	46.58

Segment Leq : 46.58 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.80 m

ROAD (0.00 + 56.46 + 0.00) = 56.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	69.90	0.00	-10.43	-3.01	0.00	0.00	0.00	56.46

Segment Leq : 56.46 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 52.77 + 0.00) = 52.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.93	0.00	-11.16	0.00	0.00	0.00	0.00	52.77

Segment Leq : 52.77 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.50 m

ROAD (0.00 + 54.34 + 0.00) = 54.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.71	0.00	-4.37	0.00	0.00	0.00	0.00	54.34

Segment Leq : 54.34 dBA

Total Leq All Segments: 59.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 35.97 + 0.00) = 35.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.52	0.00	-17.22	-1.34	0.00	0.00	0.00	35.97

Segment Leq : 35.97 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 39.78 + 0.00) = 39.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-17.98	-1.34	0.00	0.00	0.00	39.78

Segment Leq : 39.78 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.80 m

ROAD (0.00 + 53.52 + 0.00) = 53.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	66.96	0.00	-10.43	-3.01	0.00	0.00	0.00	53.52

Segment Leq : 53.52 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.52	0.00	-11.22	0.00	0.00	0.00	0.00	45.29

Segment Leq : 45.29 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.50 m

ROAD (0.00 + 49.57 + 0.00) = 49.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.85	0.00	-0.28	0.00	0.00	0.00	0.00	49.57

Segment Leq : 49.57 dBA

Total Leq All Segments: 55.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.90
(NIGHT): 55.60

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10505/608 veh/TimePeriod *
Medium truck volume : 110/6 veh/TimePeriod *
Heavy truck volume : 54/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11287
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 94.53

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 178.50 / 181.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 20597/1793 veh/TimePeriod *
Medium truck volume : 184/16 veh/TimePeriod *
Heavy truck volume : 92/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22690
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 0.44
Day (16 hrs) % of Total Volume : 91.99

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 199.50 / 202.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB onramp (day/night)

Car traffic volume : 7991/2028 veh/TimePeriod *
Medium truck volume : 208/53 veh/TimePeriod *
Heavy truck volume : 960/244 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11483
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.27
Heavy Truck % of Total Volume : 10.48
Day (16 hrs) % of Total Volume : 79.76

Data for Segment # 3: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.80 / 45.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 8713/792 veh/TimePeriod *
Medium truck volume : 155/14 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9757
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.73
Heavy Truck % of Total Volume : 0.86
Day (16 hrs) % of Total Volume : 91.67

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.80 / 102.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Lamont Ave. (day/night)

```

-----
Car traffic volume : 31103/2402 veh/TimePeriod *
Medium truck volume : 293/23 veh/TimePeriod *
Heavy truck volume : 145/11 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 33978
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.83
  
```

Data for Segment # 5: Lamont Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 16.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.94	0.00	-17.85	-1.46	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 46.58 + 0.00) = 46.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.69	0.00	-18.66	-1.46	0.00	0.00	0.00	46.58

Segment Leq : 46.58 dBA

Results segment # 3: 401SB onramp (day)

Source height = 1.80 m

ROAD (0.00 + 63.68 + 0.00) = 63.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.90	0.00	-6.22	0.00	0.00	0.00	0.00	63.68

Segment Leq : 63.68 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.96 m

ROAD (0.00 + 54.97 + 0.00) = 54.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.93	0.00	-8.95	0.00	0.00	0.00	0.00	54.97

Segment Leq : 54.97 dBA

Results segment # 5: Lamont Ave. (day)

Source height = 0.82 m

ROAD (0.00 + 62.17 + 0.00) = 62.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.54	0.00	-4.37	0.00	0.00	0.00	0.00	62.17

Segment Leq : 62.17 dBA

Total Leq All Segments: 66.41 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 35.97 + 0.00) = 35.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.52	0.00	-17.22	-1.34	0.00	0.00	0.00	35.97

Segment Leq : 35.97 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.81 m

ROAD (0.00 + 39.78 + 0.00) = 39.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.10	0.00	-17.98	-1.34	0.00	0.00	0.00	39.78

Segment Leq : 39.78 dBA

Results segment # 3: 401SB onramp (night)

Source height = 1.80 m

ROAD (0.00 + 62.12 + 0.00) = 62.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.96	0.00	-4.85	0.00	0.00	0.00	0.00	62.12

Segment Leq : 62.12 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.96 m

ROAD (0.00 + 48.16 + 0.00) = 48.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.52	0.00	-8.36	0.00	0.00	0.00	0.00	48.16

Segment Leq : 48.16 dBA

Results segment # 5: Lamont Ave. (night)

Source height = 0.82 m

ROAD (0.00 + 58.14 + 0.00) = 58.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-0.28	0.00	0.00	0.00	0.00	58.14

Segment Leq : 58.14 dBA

Total Leq All Segments: 63.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.41
(NIGHT): 63.73

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12822/902 veh/TimePeriod *
Medium truck volume : 128/9 veh/TimePeriod *
Heavy truck volume : 64/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13928
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.43

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.50 / 116.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25140/2186 veh/TimePeriod *
Medium truck volume : 242/21 veh/TimePeriod *
Heavy truck volume : 120/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 135.50 / 138.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / 13.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 8084/1557 veh/TimePeriod *
Medium truck volume : 226/44 veh/TimePeriod *
Heavy truck volume : 1156/223 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11289
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.39
Heavy Truck % of Total Volume : 12.21
Day (16 hrs) % of Total Volume : 83.85

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 97.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 89.00 / 92.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 11480/1151 veh/TimePeriod *
Medium truck volume : 216/22 veh/TimePeriod *
Heavy truck volume : 109/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12988
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.83
Heavy Truck % of Total Volume : 0.92
Day (16 hrs) % of Total Volume : 90.89

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 167.50 / 170.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 162.00 / 165.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 5494/412 veh/TimePeriod *
Medium truck volume : 57/4 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5997
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 93.03
  
```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Barrier receiver distance : 6.00 / -6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.84 ! 1.50 ! 1.46 ! 1.46
  
```

ROAD (0.00 + 44.46 + 0.00) = 44.46 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.59 64.76 0.00 -13.96 -1.34 0.00 0.00 -5.01 44.46
-----
  
```

Segment Leq : 44.46 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.83 !	1.50 !	1.47 !	1.47

ROAD (0.00 + 46.11 + 0.00) = 46.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	67.64	0.00	-15.19	-1.34	0.00	0.00	-5.01	46.11

Segment Leq : 46.11 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 1.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.87 !	1.50 !	2.43 !	2.43

ROAD (0.00 + 44.68 + 0.00) = 44.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.05	70.59	0.00	-8.38	-0.14	0.00	0.00	-17.38	44.68

Segment Leq : 44.68 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	1.50 !	1.33 !	1.33

ROAD (0.00 + 35.97 + 0.00) = 35.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	65.24	0.00	-11.27	-0.22	0.00	0.00	-17.78	35.97

Segment Leq : 35.97 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	1.37 !	1.37

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.14	0.00	-3.01	0.00	0.00	0.00	-5.08	51.05

Segment Leq : 51.05 dBA

Total Leq All Segments: 53.61 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.81	4.50	4.22	4.22

ROAD (0.00 + 40.66 + 0.00) = 40.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	56.16	0.00	-13.35	-1.17	0.00	0.00	-0.20	41.44*
-90	90	0.59	56.16	0.00	-14.16	-1.34	0.00	0.00	0.00	40.66

* Bright Zone !

Segment Leq : 40.66 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.82	4.50	4.15	4.15

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	60.01	0.00	-14.47	-1.17	0.00	0.00	-0.29	44.07*
-90	90	0.59	60.01	0.00	-15.35	-1.34	0.00	0.00	0.00	43.32

* Bright Zone !

Segment Leq : 43.32 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 1.87 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.87 !	4.50 !	2.58 !	2.58

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.46	0.00	-8.13	0.00	0.00	0.00	-17.26	41.07

Segment Leq : 41.07 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.98 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.98 !	4.50 !	1.42 !	1.42

ROAD (0.00 + 30.00 + 0.00) = 30.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.28	0.00	-10.56	0.00	0.00	0.00	-17.72	30.00

Segment Leq : 30.00 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.83	!	4.50	!	5.72	!	5.72

ROAD (0.00 + 50.03 + 0.00) = 50.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.82	0.00	-0.79	0.00	0.00	0.00	99.00	149.03
-90	90	0.00	50.82	0.00	-0.79	0.00	0.00	0.00	0.00	50.03

* Bright Zone !

Segment Leq : 50.03 dBA

Total Leq All Segments: 51.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.61
(NIGHT): 51.69

Filename: s_gh_6ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 14121/1048 veh/TimePeriod *
Medium truck volume : 110/8 veh/TimePeriod *
Heavy truck volume : 54/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 93.09

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 98.50 / 95.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11998/1238 veh/TimePeriod *
Medium truck volume : 123/13 veh/TimePeriod *
Heavy truck volume : 61/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13439
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.01
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 118.50 / 115.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Lambton Rd (day/night)

```
-----
Car traffic volume : 5494/412 veh/TimePeriod *
Medium truck volume : 57/4 veh/TimePeriod *
Heavy truck volume : 28/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5997
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.02
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 93.03
```

Data for Segment # 3: Lambton Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 61.00 / 64.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.83 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.78 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 1.50 ! -0.57 ! 1.43
```

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 64.90 0.00 -8.17 0.00 0.00 0.00 -10.31 46.41
-----
```

Segment Leq : 46.41 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 45.29 + 0.00) = 45.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.50	0.00	-8.98	0.00	0.00	0.00	-10.23	45.29

Segment Leq : 45.29 dBA

Results segment # 3: Lambton Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	-0.60 !	1.40

ROAD (0.00 + 42.47 + 0.00) = 42.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.14	0.00	-6.09	0.00	0.00	0.00	-10.57	42.47

Segment Leq : 42.47 dBA

Total Leq All Segments: 49.79 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	4.50	2.27	4.27

ROAD (0.00 + 48.57 + 0.00) = 48.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.61	0.00	-8.04	0.00	0.00	0.00	-4.39	44.18*
-90	90	0.00	56.61	0.00	-8.04	0.00	0.00	0.00	0.00	48.57

* Bright Zone !

Segment Leq : 48.57 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.83	4.50	2.31	4.31

ROAD (0.00 + 48.76 + 0.00) = 48.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.62	0.00	-8.86	0.00	0.00	0.00	-4.26	44.50*
-90	90	0.00	57.62	0.00	-8.86	0.00	0.00	0.00	0.00	48.76

* Bright Zone !

Segment Leq : 48.76 dBA

Results segment # 3: Lambton Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.81	!	3.81

ROAD (0.00 + 39.52 + 0.00) = 39.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.82	0.00	-6.30	0.00	0.00	0.00	-5.00	39.52

Segment Leq : 39.52 dBA

Total Leq All Segments: 51.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.79
(NIGHT): 51.93

Filename: s_hi_1b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11781/769 veh/TimePeriod *
Medium truck volume : 110/7 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12726
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 93.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.50 / 180.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 9691/1053 veh/TimePeriod *
Medium truck volume : 101/11 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10912
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 90.20

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.50 / 201.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 45.34 + 0.00) = 45.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.32	0.00	-17.52	-1.46	0.00	0.00	0.00	45.34

Segment Leq : 45.34 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 43.74 + 0.00) = 43.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.59	0.00	-18.40	-1.46	0.00	0.00	0.00	43.74

Segment Leq : 43.74 dBA

Total Leq All Segments: 47.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 36.16 + 0.00) = 36.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.55	0.00	-17.93	-1.46	0.00	0.00	0.00	36.16

Segment Leq : 36.16 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 36.72 + 0.00) = 36.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.90	0.00	-18.73	-1.46	0.00	0.00	0.00	36.72

Segment Leq : 36.72 dBA

Total Leq All Segments: 39.46 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.62
(NIGHT): 39.46

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11781/769 veh/TimePeriod *
Medium truck volume : 110/7 veh/TimePeriod *
Heavy truck volume : 55/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12726
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 93.87

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.50 / 133.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9691/1053 veh/TimePeriod *
Medium truck volume : 101/11 veh/TimePeriod *
Heavy truck volume : 50/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10912
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.03
Heavy Truck % of Total Volume : 0.51
Day (16 hrs) % of Total Volume : 90.20

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 129.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 21960/1494 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23454
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.63

```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.82 m

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.32	0.00	-14.20	-1.46	0.00	0.00	0.00	48.66

Segment Leq : 48.66 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 46.60 + 0.00) = 46.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.59	0.00	-15.54	-1.46	0.00	0.00	0.00	46.60

Segment Leq : 46.60 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 60.32 + 0.00) = 60.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.48	0.00	-3.15	0.00	0.00	0.00	0.00	60.32

Segment Leq : 60.32 dBA

Total Leq All Segments: 60.78 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.85 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.55	0.00	-15.09	-1.34	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 41.71 + 0.00) = 41.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.90	0.00	-13.85	-1.34	0.00	0.00	0.00	41.71

Segment Leq : 41.71 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.85 + 0.00) = 49.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.81	0.00	-4.96	0.00	0.00	0.00	0.00	49.85

Segment Leq : 49.85 dBA

Total Leq All Segments: 50.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.78
(NIGHT): 50.78

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10932/716 veh/TimePeriod *
Medium truck volume : 60/4 veh/TimePeriod *
Heavy truck volume : 30/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11744
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 94.50 / 111.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 9616/896 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10614
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.64
Heavy Truck % of Total Volume : 0.32
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 116.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Todd Lane (day/night)

```

-----
Car traffic volume : 21960/1494 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23454
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.63
  
```

Data for Segment # 3: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.00 / 37.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 48.77 + 0.00) = 48.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.50	0.00	-13.27	-1.46	0.00	0.00	0.00	48.77

Segment Leq : 48.77 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.75 m

ROAD (0.00 + 46.83 + 0.00) = 46.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-14.78	-1.46	0.00	0.00	0.00	46.83

Segment Leq : 46.83 dBA

Results segment # 3: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 59.26 + 0.00) = 59.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.48	0.00	-2.76	-1.46	0.00	0.00	0.00	59.26

Segment Leq : 59.26 dBA

Total Leq All Segments: 59.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 39.46 + 0.00) = 39.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.68	0.00	-13.88	-1.34	0.00	0.00	0.00	39.46

Segment Leq : 39.46 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 39.40 + 0.00) = 39.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.80	0.00	-15.06	-1.34	0.00	0.00	0.00	39.40

Segment Leq : 39.40 dBA

Results segment # 3: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 47.19 + 0.00) = 47.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.81	0.00	-6.27	-1.35	0.00	0.00	0.00	47.19

Segment Leq : 47.19 dBA

Total Leq All Segments: 48.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.85
(NIGHT): 48.44

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10932/716 veh/TimePeriod *
Medium truck volume : 60/4 veh/TimePeriod *
Heavy truck volume : 30/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11744
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.54
Heavy Truck % of Total Volume : 0.27
Day (16 hrs) % of Total Volume : 93.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 243.50 / 240.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 9616/896 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 31/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10614
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.64
Heavy Truck % of Total Volume : 0.32
Day (16 hrs) % of Total Volume : 91.48

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 263.50 / 260.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 41.95 + 0.00) = 41.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.50	0.00	-20.09	-1.46	0.00	0.00	0.00	41.95

Segment Leq : 41.95 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.75 m

ROAD (0.00 + 40.95 + 0.00) = 40.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.07	0.00	-20.66	-1.46	0.00	0.00	0.00	40.95

Segment Leq : 40.95 dBA

Total Leq All Segments: 44.49 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 34.14 + 0.00) = 34.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.68	0.00	-19.20	-1.34	0.00	0.00	0.00	34.14

Segment Leq : 34.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 34.72 + 0.00) = 34.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.80	0.00	-19.74	-1.34	0.00	0.00	0.00	34.72

Segment Leq : 34.72 dBA

Total Leq All Segments: 37.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 44.49
(NIGHT): 37.45

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 12570/958 veh/TimePeriod *
Medium truck volume : 47/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13604
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 174.50 / 171.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6252/533 veh/TimePeriod *
Medium truck volume : 33/3 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6839
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.52
Heavy Truck % of Total Volume : 0.26
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 195.50 / 192.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB offrmp (day/night)

Car traffic volume : 5204/1058 veh/TimePeriod *
Medium truck volume : 43/9 veh/TimePeriod *
Heavy truck volume : 117/24 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6455
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 2.19
Day (16 hrs) % of Total Volume : 83.11

Data for Segment # 3: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 134.50 / 132.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB on rmp (day/night)

```

-----
Car traffic volume : 3487/500 veh/TimePeriod *
Medium truck volume : 20/3 veh/TimePeriod *
Heavy truck volume : 10/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4021
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 87.45

```

Data for Segment # 4: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 211.50 / 208.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.66 m

ROAD (0.00 + 44.72 + 0.00) = 44.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.86	0.00	-17.69	-1.46	0.00	0.00	0.00	44.72

Segment Leq : 44.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.71 m

ROAD (0.00 + 41.06 + 0.00) = 41.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.03	0.00	-18.51	-1.46	0.00	0.00	0.00	41.06

Segment Leq : 41.06 dBA

Results segment # 3: 401SB offrmp (day)

Source height = 1.22 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.90	0.00	-15.81	-1.46	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Results segment # 4: 401NB on rmp (day)

Source height = 0.73 m

ROAD (0.00 + 38.03 + 0.00) = 38.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.57	0.00	-19.08	-1.46	0.00	0.00	0.00	38.03

Segment Leq : 38.03 dBA

Total Leq All Segments: 49.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.67 m

ROAD (0.00 + 37.53 + 0.00) = 37.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.75	0.00	-16.88	-1.35	0.00	0.00	0.00	37.53

Segment Leq : 37.53 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.66 m

ROAD (0.00 + 34.21 + 0.00) = 34.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.24	0.00	-17.68	-1.35	0.00	0.00	0.00	34.21

Segment Leq : 34.21 dBA

Results segment # 3: 401SB offrmp (night)

Source height = 1.22 m

ROAD (0.00 + 42.76 + 0.00) = 42.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.01	0.00	-14.93	-1.32	0.00	0.00	0.00	42.76

Segment Leq : 42.76 dBA

Results segment # 4: 401NB on rmp (night)

Source height = 0.67 m

ROAD (0.00 + 33.43 + 0.00) = 33.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	53.00	0.00	-18.23	-1.35	0.00	0.00	0.00	33.43

Segment Leq : 33.43 dBA

Total Leq All Segments: 44.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.31
(NIGHT): 44.68

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 6822/614 veh/TimePeriod *
Medium truck volume : 62/6 veh/TimePeriod *
Heavy truck volume : 152/14 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7669
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.88
Heavy Truck % of Total Volume : 2.16
Day (16 hrs) % of Total Volume : 91.74

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.50 / 200.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12614/1505 veh/TimePeriod *
Medium truck volume : 74/9 veh/TimePeriod *
Heavy truck volume : 37/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14243
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 89.34

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 221.50 / 227.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 3355/461 veh/TimePeriod *
Medium truck volume : 11/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3835
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 87.92

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.50 / 243.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5162/1057 veh/TimePeriod *
Medium truck volume : 23/5 veh/TimePeriod *
Heavy truck volume : 11/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6260
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.44
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.50 / 237.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 17750/1266 veh/TimePeriod *
Medium truck volume : 25/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.34
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.21 m

ROAD (0.00 + 44.15 + 0.00) = 44.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.08	0.00	-18.47	-1.46	0.00	0.00	0.00	44.15

Segment Leq : 44.15 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-19.41	-1.46	0.00	0.00	0.00	43.30

Segment Leq : 43.30 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.65 m

ROAD (0.00 + 37.72 + 0.00) = 37.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.08	0.00	-18.90	-1.46	0.00	0.00	0.00	37.72

Segment Leq : 37.72 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.68 m

ROAD (0.00 + 38.92 + 0.00) = 38.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.08	0.00	-19.70	-1.46	0.00	0.00	0.00	38.92

Segment Leq : 38.92 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.51 m

ROAD (0.00 + 55.68 + 0.00) = 55.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.82	0.00	-5.68	-1.46	0.00	0.00	0.00	55.68

Segment Leq : 55.68 dBA

Total Leq All Segments: 56.34 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.22 m

ROAD (0.00 + 37.61 + 0.00) = 37.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.70	0.00	-17.77	-1.32	0.00	0.00	0.00	37.61

Segment Leq : 37.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 37.74 + 0.00) = 37.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.90	0.00	-18.82	-1.34	0.00	0.00	0.00	37.74

Segment Leq : 37.74 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.68 m

ROAD (0.00 + 31.95 + 0.00) = 31.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.60	0.00	-19.30	-1.35	0.00	0.00	0.00	31.95

Segment Leq : 31.95 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.66 m

ROAD (0.00 + 35.69 + 0.00) = 35.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	56.17	0.00	-19.14	-1.35	0.00	0.00	0.00	35.69

Segment Leq : 35.69 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.53 m

ROAD (0.00 + 50.71 + 0.00) = 50.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.40	0.00	-2.34	-1.35	0.00	0.00	0.00	50.71

Segment Leq : 50.71 dBA

Total Leq All Segments: 51.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.34
(NIGHT): 51.30

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.50 / 60.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 79.50 / 82.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 401SB on rmp (day/night)

Car traffic volume : 3355/461 veh/TimePeriod *
Medium truck volume : 11/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3835
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.34
Heavy Truck % of Total Volume : 0.17
Day (16 hrs) % of Total Volume : 87.92

Data for Segment # 3: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 22.50 / 25.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 401NB offrmp (day/night)

Car traffic volume : 5162/1057 veh/TimePeriod *
Medium truck volume : 23/5 veh/TimePeriod *
Heavy truck volume : 11/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6260
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.44
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 83.00

Data for Segment # 4: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.50 / 105.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 17750/1266 veh/TimePeriod *
Medium truck volume : 25/2 veh/TimePeriod *
Heavy truck volume : 12/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19056
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.14
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.34
  
```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 41.00 / 35.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.82	0.00	-5.84	0.00	0.00	0.00	0.00	57.98

Segment Leq : 57.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 54.08 + 0.00) = 54.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.32	0.00	-7.24	0.00	0.00	0.00	0.00	54.08

Segment Leq : 54.08 dBA

Results segment # 3: 401SB on rmp (day)

Source height = 0.65 m

ROAD (0.00 + 56.32 + 0.00) = 56.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.08	0.00	-1.76	0.00	0.00	0.00	0.00	56.32

Segment Leq : 56.32 dBA

Results segment # 4: 401NB offrmp (day)

Source height = 0.68 m

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.08	0.00	-8.35	0.00	0.00	0.00	0.00	51.73

Segment Leq : 51.73 dBA

Results segment # 5: Cousineau (day)

Source height = 0.51 m

ROAD (0.00 + 58.45 + 0.00) = 58.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.82	0.00	-4.37	0.00	0.00	0.00	0.00	58.45

Segment Leq : 58.45 dBA

Total Leq All Segments: 63.35 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 50.94 + 0.00) = 50.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.00	0.00	-6.06	0.00	0.00	0.00	0.00	50.94

Segment Leq : 50.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.07	0.00	-7.40	0.00	0.00	0.00	0.00	46.67

Segment Leq : 46.67 dBA

Results segment # 3: 401SB on rmp (night)

Source height = 0.68 m

ROAD (0.00 + 50.29 + 0.00) = 50.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.60	0.00	-2.30	0.00	0.00	0.00	0.00	50.29

Segment Leq : 50.29 dBA

Results segment # 4: 401NB offrmp (night)

Source height = 0.66 m

ROAD (0.00 + 47.70 + 0.00) = 47.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.17	0.00	-8.47	0.00	0.00	0.00	0.00	47.70

Segment Leq : 47.70 dBA

Results segment # 5: Cousineau (night)

Source height = 0.53 m

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.40	0.00	-3.68	0.00	0.00	0.00	0.00	50.72

Segment Leq : 50.72 dBA

Total Leq All Segments: 56.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.35
(NIGHT): 56.57

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.50 / 56.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.50 / 76.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

ROAD (0.00 + 53.19 + 0.00) = 53.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.82	0.00	-9.17	-1.46	0.00	0.00	0.00	53.19

Segment Leq : 53.19 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 48.41 + 0.00) = 48.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.32	0.00	-11.46	-1.46	0.00	0.00	0.00	48.41

Segment Leq : 48.41 dBA

Total Leq All Segments: 54.44 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 46.62 + 0.00) = 46.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	57.00	0.00	-9.07	-1.31	0.00	0.00	0.00	46.62

Segment Leq : 46.62 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 41.49 + 0.00) = 41.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.07	0.00	-11.24	-1.34	0.00	0.00	0.00	41.49

Segment Leq : 41.49 dBA

Total Leq All Segments: 47.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.44
(NIGHT): 47.78

Filename: s_jk_3b.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4809/504 veh/TimePeriod *
Medium truck volume : 70/7 veh/TimePeriod *
Heavy truck volume : 173/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5582
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 3.43
Day (16 hrs) % of Total Volume : 90.52

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 218.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 5797/540 veh/TimePeriod *
Medium truck volume : 58/5 veh/TimePeriod *
Heavy truck volume : 29/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6432
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 91.48

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Howard (day/night)

```

-----
Car traffic volume : 20272/1453 veh/TimePeriod *
Medium truck volume : 305/22 veh/TimePeriod *
Heavy truck volume : 151/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22214
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.47
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 93.31

```

Data for Segment # 3: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.36 m

ROAD (0.00 + 43.16 + 0.00) = 43.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.82	0.00	-19.20	-1.46	0.00	0.00	0.00	43.16

Segment Leq : 43.16 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 40.18 + 0.00) = 40.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.32	0.00	-19.68	-1.46	0.00	0.00	0.00	40.18

Segment Leq : 40.18 dBA

Results segment # 3: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 56.62 + 0.00) = 56.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.31	0.00	-9.23	-1.46	0.00	0.00	0.00	56.62

Segment Leq : 56.62 dBA

Total Leq All Segments: 56.90 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 36.25 + 0.00) = 36.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.00	0.00	-19.30	-1.46	0.00	0.00	0.00	36.25

Segment Leq : 36.25 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.86 m

ROAD (0.00 + 32.84 + 0.00) = 32.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.07	0.00	-19.77	-1.46	0.00	0.00	0.00	32.84

Segment Leq : 32.84 dBA

Results segment # 3: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 47.81 + 0.00) = 47.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.89	0.00	-9.62	-1.46	0.00	0.00	0.00	47.81

Segment Leq : 47.81 dBA

Total Leq All Segments: 48.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.90
(NIGHT): 48.23

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11300/953 veh/TimePeriod *
Medium truck volume : 155/13 veh/TimePeriod *
Heavy truck volume : 77/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.22

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 246.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12320/892 veh/TimePeriod *
Medium truck volume : 174/13 veh/TimePeriod *
Heavy truck volume : 87/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13491
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.38
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.25

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 263.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11922/2515 veh/TimePeriod *
Medium truck volume : 701/148 veh/TimePeriod *
Heavy truck volume : 5631/1188 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22105
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 30.85
Day (16 hrs) % of Total Volume : 82.58

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 99.50 / 81.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 94.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4743/1119 veh/TimePeriod *
Medium truck volume : 375/89 veh/TimePeriod *
Heavy truck volume : 3058/722 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10106
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.59
Heavy Truck % of Total Volume : 37.40
Day (16 hrs) % of Total Volume : 80.91

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 117.50 / 100.50 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 112.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 7955/1095 veh/TimePeriod *
Medium truck volume : 103/14 veh/TimePeriod *
Heavy truck volume : 51/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9225
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.63
Day (16 hrs) % of Total Volume : 87.90

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 136.80 / 118.80 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 135.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 20272/1453 veh/TimePeriod *
Medium truck volume : 305/22 veh/TimePeriod *
Heavy truck volume : 151/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22214
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.47
Heavy Truck % of Total Volume : 0.73
Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401NB offrmp (day/night)

```

-----
Car traffic volume : 7996/1222 veh/TimePeriod *
Medium truck volume : 135/21 veh/TimePeriod *
Heavy truck volume : 376/57 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9808
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 86.74
  
```

Data for Segment # 7: 401NB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 252.80 / 233.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 52.49 + 0.00) = 52.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.63	0.00	-12.15	0.00	0.00	0.00	0.00	52.49

Segment Leq : 52.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.06	0.00	-12.44	0.00	0.00	0.00	0.00	52.62

Segment Leq : 52.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.36 !	1.50 !	2.53 !	2.53

ROAD (0.00 + 63.37 + 0.00) = 63.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.50	0.00	-8.22	0.00	0.00	0.00	-8.92	63.37

Segment Leq : 63.37 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.55 !	2.55

ROAD (0.00 + 59.97 + 0.00) = 59.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.76	0.00	-8.94	0.00	0.00	0.00	-8.85	59.97

Segment Leq : 59.97 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.95	0.95

ROAD (0.00 + 37.93 + 0.00) = 37.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.02	0.00	-9.60	0.00	0.00	0.00	-15.49	37.93

Segment Leq : 37.93 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 58.24 + 0.00) = 58.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.31	0.00	-9.07	0.00	0.00	0.00	0.00	58.24

Segment Leq : 58.24 dBA

Results segment # 7: 401NB offrmp (day)

Source height = 1.45 m

ROAD (0.00 + 54.53 + 0.00) = 54.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.79	0.00	-12.27	0.00	0.00	0.00	0.00	54.53

Segment Leq : 54.53 dBA

Total Leq All Segments: 66.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 45.18 + 0.00) = 45.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-11.80	0.00	0.00	0.00	0.00	45.18

Segment Leq : 45.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.53 + 0.00) = 44.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.64	0.00	-12.11	0.00	0.00	0.00	0.00	44.53

Segment Leq : 44.53 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.77	2.77

ROAD (0.00 + 61.29 + 0.00) = 61.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.75	0.00	-7.35	0.00	0.00	0.00	-8.11	61.29

Segment Leq : 61.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.73	2.73

ROAD (0.00 + 58.02 + 0.00) = 58.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.50	0.00	-8.26	0.00	0.00	0.00	-8.22	58.02

Segment Leq : 58.02 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	1.01	1.01

ROAD (0.00 + 33.12 + 0.00) = 33.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.41	0.00	-8.99	0.00	0.00	0.00	-15.30	33.12

Segment Leq : 33.12 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 49.90 + 0.00) = 49.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.89	0.00	-8.99	0.00	0.00	0.00	0.00	49.90

Segment Leq : 49.90 dBA

Results segment # 7: 401NB offrmp (night)

Source height = 1.45 m

ROAD (0.00 + 49.70 + 0.00) = 49.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.63	0.00	-11.93	0.00	0.00	0.00	0.00	49.70

Segment Leq : 49.70 dBA

Total Leq All Segments: 63.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.52
(NIGHT): 63.49

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 12087/2470 veh/TimePeriod *
Medium truck volume : 561/115 veh/TimePeriod *
Heavy truck volume : 3905/798 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19936
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.39
Heavy Truck % of Total Volume : 23.59
Day (16 hrs) % of Total Volume : 83.03

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 11344/2376 veh/TimePeriod *
Medium truck volume : 707/148 veh/TimePeriod *
Heavy truck volume : 5766/1208 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 21550
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.97
Heavy Truck % of Total Volume : 32.36
Day (16 hrs) % of Total Volume : 82.68

```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.20 m

ROAD (0.00 + 62.75 + 0.00) = 62.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.09	0.00	-14.92	-1.42	0.00	0.00	0.00	62.75

Segment Leq : 62.75 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.39 m

ROAD (0.00 + 65.23 + 0.00) = 65.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.58	0.00	-13.94	-1.41	0.00	0.00	0.00	65.23

Segment Leq : 65.23 dBA

Total Leq All Segments: 67.17 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.20 m

ROAD (0.00 + 59.68 + 0.00) = 59.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.21	0.00	-14.26	-1.26	0.00	0.00	0.00	59.68

Segment Leq : 59.68 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.39 m

ROAD (0.00 + 62.19 + 0.00) = 62.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.80	0.00	-13.36	-1.25	0.00	0.00	0.00	62.19

Segment Leq : 62.19 dBA

Total Leq All Segments: 64.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.17
(NIGHT): 64.12

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 4623/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.00 / 296.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 7.00 m
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.00 / 320.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 7.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 5

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 20753/1873 veh/TimePeriod *
Medium truck volume : 325/29 veh/TimePeriod *
Heavy truck volume : 603/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23638
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 53.56 + 0.00) = 53.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.71	0.00	-3.15	0.00	0.00	0.00	0.00	53.56

Segment Leq : 53.56 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 60.69 + 0.00) = 60.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	80.08	0.00	-18.37	-1.03	0.00	0.00	0.00	60.69

Segment Leq : 60.69 dBA

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Results segment # 3: Hwy 401 NB (day)

Source height = 2.03 m

ROAD (0.00 + 53.26 + 0.00) = 53.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	73.31	0.00	-19.00	-1.05	0.00	0.00	0.00	53.26

Segment Leq : 53.26 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.25 + 0.00) = 51.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-23.28	-1.46	0.00	0.00	0.00	51.25

Segment Leq : 51.25 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.35 + 0.00) = 49.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-23.28	-1.46	0.00	0.00	0.00	51.25

-90 90 0.66 74.44 0.00 -23.63 -1.46 0.00 0.00 0.00 49.35

Segment Leq : 49.35 dBA

Total Leq All Segments: 62.63 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.48	0.00	-0.54	0.00	0.00	0.00	0.00	48.93

Segment Leq : 48.93 dBA

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Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 58.61 + 0.00) = 58.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	76.72	0.00	-17.27	-0.84	0.00	0.00	0.00	58.61

Segment Leq : 58.61 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.03 m

ROAD (0.00 + 50.68 + 0.00) = 50.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	69.40	0.00	-17.86	-0.86	0.00	0.00	0.00	50.68

Segment Leq : 50.68 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.81 + 0.00) = 44.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90    90    0.57  68.23    0.00 -22.12  -1.31    0.00    0.00    0.00  44.81
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Segment Leq : 44.81 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.18 + 0.00) = 43.18 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.58  66.99    0.00 -22.50  -1.31    0.00    0.00    0.00  43.18
-----
```

Segment Leq : 43.18 dBA

Total Leq All Segments: 59.88 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 62.63
(NIGHT): 59.88

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 13:35:59
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

```
-----
Car traffic volume : 4623/437    veh/TimePeriod *
Medium truck volume :     0/0     veh/TimePeriod *
Heavy truck volume :     0/0     veh/TimePeriod *
Posted speed limit :     50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 0.00
Heavy Truck % of Total Volume       : 0.00
Day (16 hrs) % of Total Volume      : 91.37
```

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 31.00 / 17.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Page 2

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4996/884 veh/TimePeriod *
 Medium truck volume : 498/88 veh/TimePeriod *
 Heavy truck volume : 4967/879 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12313
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 4.76
 Heavy Truck % of Total Volume : 47.48
 Day (16 hrs) % of Total Volume : 84.96

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 238.50 / 241.50 m
 Receiver height : 1.50 / 4.50 m
 Topography : 3 (Elevated; no barrier)
 Elevation : 6.00 m
 Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 1094/1120 veh/TimePeriod *
 Medium truck volume : 214/219 veh/TimePeriod *
 Heavy truck volume : 2141/2193 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6982

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 6.21
 Heavy Truck % of Total Volume : 62.08
 Day (16 hrs) % of Total Volume : 49.40

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 255.50 / 258.50 m
 Receiver height : 1.50 / 4.50 m
 Topography : 3 (Elevated; no barrier)
 Elevation : 6.00 m
 Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 457/765 veh/TimePeriod
 Medium truck volume : 9/16 veh/TimePeriod
 Heavy truck volume : 93/156 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 339.80 / 342.80 m
 Receiver height : 1.50 / 4.50 m
 Topography : 3 (Elevated; no barrier)
 Elevation : 5.00 m
 Reference angle : 0.00

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Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 3250/589 veh/TimePeriod *
 Medium truck volume : 60/11 veh/TimePeriod *
 Heavy truck volume : 217/39 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4166
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.69

Heavy Truck % of Total Volume : 6.15
Day (16 hrs) % of Total Volume : 84.66

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

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Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 876/433 veh/TimePeriod *
Medium truck volume : 47/23 veh/TimePeriod *
Heavy truck volume : 471/233 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2083
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 33.77
Day (16 hrs) % of Total Volume : 66.94

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 13.00 m
Reference angle : 0.00

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Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 22897/1921 veh/TimePeriod *
Medium truck volume : 373/31 veh/TimePeriod *
Heavy truck volume : 924/78 veh/TimePeriod *
Posted speed limit : 100 km/h

Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26224
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 7

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 20534/1854 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 596/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23389
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 8

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 13382/1413 veh/TimePeriod *
Medium truck volume : 532/56 veh/TimePeriod *
Heavy truck volume : 836/88 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16308
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 5.67
Day (16 hrs) % of Total Volume : 90.45
  
```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 53.56 + 0.00) = 53.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.71	0.00	-3.15	0.00	0.00	0.00	0.00	53.56

Segment Leq : 53.56 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 61.20 + 0.00) = 61.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	79.74	0.00	-17.46	-1.09	0.00	0.00	0.00	61.20

Segment Leq : 61.20 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 57.03 + 0.00) = 57.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	76.00	0.00	-17.89	-1.09	0.00	0.00	0.00	57.03

Segment Leq : 57.03 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.02 m

ROAD (0.00 + 37.97 + 0.00) = 37.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	59.39	0.00	-20.25	-1.16	0.00	0.00	0.00	37.97

Segment Leq : 37.97 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 1.57 m

ROAD (0.00 + 49.90 + 0.00) = 49.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	63.95	0.00	-13.50	-0.56	0.00	0.00	0.00	49.90

Segment Leq : 49.90 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 47.65 + 0.00) = 47.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	64.98	0.00	-16.69	-0.64	0.00	0.00	0.00	47.65

Segment Leq : 47.65 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-23.28	-1.46	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.40	0.00	-23.63	-1.46	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.54 m

ROAD (0.00 + 64.61 + 0.00) = 64.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.18	0.00	-5.56	0.00	0.00	0.00	0.00	64.61

Segment Leq : 64.61 dBA

Total Leq All Segments: 67.25 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.48	0.00	-0.54	0.00	0.00	0.00	0.00	48.93

Segment Leq : 48.93 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 57.87 + 0.00) = 57.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	75.23	0.00	-16.45	-0.90	0.00	0.00	0.00	57.87

Segment Leq : 57.87 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 61.36 + 0.00) = 61.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.12	0.00	-16.85	-0.90	0.00	0.00	0.00	61.36

Segment Leq : 61.36 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.02 m

ROAD (0.00 + 44.57 + 0.00) = 44.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	64.65	0.00	-19.09	-0.99	0.00	0.00	0.00	44.57

Segment Leq : 44.57 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 1.57 m

ROAD (0.00 + 46.62 + 0.00) = 46.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	59.52	0.00	-12.57	-0.33	0.00	0.00	0.00	46.62

Segment Leq : 46.62 dBA

Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 48.96 + 0.00) = 48.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	64.93	0.00	-15.55	-0.42	0.00	0.00	0.00	48.96

Segment Leq : 48.96 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.31 + 0.00) = 44.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.74	0.00	-22.12	-1.31	0.00	0.00	0.00	44.31

Segment Leq : 44.31 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 43.16 + 0.00) = 43.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.97	0.00	-22.49	-1.31	0.00	0.00	0.00	43.16

Segment Leq : 43.16 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.54 m

ROAD (0.00 + 57.61 + 0.00) = 57.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.41	0.00	-5.80	0.00	0.00	0.00	0.00	57.61

Segment Leq : 57.61 dBA

Total Leq All Segments: 64.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.25
(NIGHT): 64.53

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 14:16:22
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 20099/1800 veh/TimePeriod *
Medium truck volume : 315/28 veh/TimePeriod *
Heavy truck volume : 1147/103 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23492
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.46
Heavy Truck % of Total Volume : 5.32
Day (16 hrs) % of Total Volume : 91.78

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00

Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.00 / 226.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 241.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *

Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 5

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 20753/1873 veh/TimePeriod *
Medium truck volume : 325/29 veh/TimePeriod *
Heavy truck volume : 603/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23638
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Spring Garde (day/night)

```

-----
Car traffic volume : 4623/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.37
  
```

Data for Segment # 6: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.52 m

ROAD (0.00 + 44.64 + 0.00) = 44.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.34	0.00	-25.25	-1.46	0.00	0.00	0.00	44.64

Segment Leq : 44.64 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 60.33 + 0.00) = 60.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	80.08	0.00	-18.44	-1.31	0.00	0.00	0.00	60.33

Segment Leq : 60.33 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.03 m

ROAD (0.00 + 52.88 + 0.00) = 52.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	73.31	0.00	-19.10	-1.33	0.00	0.00	0.00	52.88

Segment Leq : 52.88 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-22.08	-1.46	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.49 + 0.00) = 50.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.44	0.00	-22.50	-1.46	0.00	0.00	0.00	50.49

Segment Leq : 50.49 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 49.79 + 0.00) = 49.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.71	0.00	-5.46	-1.46	0.00	0.00	0.00	49.79

Segment Leq : 49.79 dBA

Total Leq All Segments: 62.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.52 m

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	63.88	0.00	-23.84	-1.30	0.00	0.00	0.00	38.74

Segment Leq : 38.74 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 58.11 + 0.00) = 58.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	76.72	0.00	-17.47	-1.14	0.00	0.00	0.00	58.11

Segment Leq : 58.11 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.03 m

ROAD (0.00 + 50.14 + 0.00) = 50.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	69.40	0.00	-18.10	-1.16	0.00	0.00	0.00	50.14

Segment Leq : 50.14 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-20.73	-1.31	0.00	0.00	0.00	46.19

Segment Leq : 46.19 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.48 + 0.00) = 44.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.99	0.00	-21.20	-1.31	0.00	0.00	0.00	44.48

Segment Leq : 44.48 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.78 + 0.00) = 45.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.48	0.00	-2.34	-1.35	0.00	0.00	0.00	45.78

Segment Leq : 45.78 dBA

Total Leq All Segments: 59.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.27
(NIGHT): 59.37

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 17:32:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 25035/2242 veh/TimePeriod *
Medium truck volume : 392/35 veh/TimePeriod *
Heavy truck volume : 1429/128 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00

Medium Truck % of Total Volume : 1.46
Heavy Truck % of Total Volume : 5.32
Day (16 hrs) % of Total Volume : 91.78

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 326.00 / 329.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4453/788 veh/TimePeriod *
Medium truck volume : 444/79 veh/TimePeriod *
Heavy truck volume : 4427/784 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10974
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.76
Heavy Truck % of Total Volume : 47.48
Day (16 hrs) % of Total Volume : 84.96

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 2999/610 veh/TimePeriod *
Medium truck volume : 101/20 veh/TimePeriod *
Heavy truck volume : 641/130 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

```

Data for Segment # 3: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Road data, segment # 4: EC E rp2 401 (day/night)

```

-----
Car traffic volume : 457/765 veh/TimePeriod
Medium truck volume : 9/16 veh/TimePeriod
Heavy truck volume : 93/156 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

Data for Segment # 4: EC E rp2 401 (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 22897/1921 veh/TimePeriod *
Medium truck volume : 373/31 veh/TimePeriod *
Heavy truck volume : 924/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26224
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 20534/1854 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 596/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23389
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m

Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 6

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 3250/589 veh/TimePeriod *
Medium truck volume : 60/11 veh/TimePeriod *
Heavy truck volume : 217/39 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 6.15
Day (16 hrs) % of Total Volume : 84.66

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 8: Spring Garde (day/night)

Car traffic volume : 4623/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height :      1.50 / 4.50 m
Topography     :      1      (Flat/gentle slope; no barrier)
Reference angle :      0.00
    
```

Segment # 1: S.Service Rd (day)

Source height = 1.52 m

```

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90     0.66  72.30   0.00 -22.19 -1.46   0.00   0.00   0.00  48.65
-----
    
```

Segment Leq : 48.65 dBA

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Segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      2.40 !      1.50 !      3.09 !      3.09
    
```

```

ROAD (0.00 + 56.39 + 0.00) = 56.39 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90     0.21  79.24   0.00 -9.38  -0.57   0.00   0.00 -12.90  56.39
-----
    
```

Segment Leq : 56.39 dBA

Segment # 3: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
    
```

2.03 ! 1.50 ! 2.63 ! 2.63

ROAD (0.00 + 46.88 + 0.00) = 46.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	71.50	0.00	-10.49	-0.59	0.00	0.00	-13.53	46.88

Segment Leq : 46.88 dBA

Segment # 4: EC E rp2 401 (day)

Source height = 2.02 m

ROAD (0.00 + 42.23 + 0.00) = 42.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	58.13	0.00	-14.47	-1.43	0.00	0.00	0.00	42.23

Segment Leq : 42.23 dBA

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Segment # 5: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 51.94 + 0.00) = 51.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.48	0.00	-22.08	-1.46	0.00	0.00	0.00	51.94

Segment Leq : 51.94 dBA

Segment # 6: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.44 + 0.00) = 50.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.40	0.00	-22.50	-1.46	0.00	0.00	0.00	50.44

Segment Leq : 50.44 dBA

Segment # 7: 401SB Offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 37.73 + 0.00) = 37.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.95	0.00	-24.77	-1.45	0.00	0.00	0.00	37.73

Segment Leq : 37.73 dBA

Segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.42 + 0.00) = 53.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.71	0.00	-3.29	0.00	0.00	0.00	0.00	53.42

Segment Leq : 53.42 dBA

Total Leq All Segments: 60.28 dBA

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Segment # 1: S.Service Rd (night)

Source height = 1.52 m

ROAD (0.00 + 42.48 + 0.00) = 42.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.83	0.00	-21.05	-1.30	0.00	0.00	0.00	42.48

Segment Leq : 42.48 dBA

Segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.39	3.39

ROAD (0.00 + 53.20 + 0.00) = 53.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.73	0.00	-8.85	-0.34	0.00	0.00	-12.34	53.20

Segment Leq : 53.20 dBA

Segment # 3: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	2.89	2.89

ROAD (0.00 + 44.25 + 0.00) = 44.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	67.57	0.00	-9.86	-0.37	0.00	0.00	-13.10	44.25

Segment Leq : 44.25 dBA

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Segment # 4: EC E rp2 401 (night)

Source height = 2.02 m

ROAD (0.00 + 49.06 + 0.00) = 49.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.39	0.00	-13.06	-1.27	0.00	0.00	0.00	49.06

Segment Leq : 49.06 dBA

Segment # 5: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	67.74	0.00	-20.73	-1.31	0.00	0.00	0.00	45.70

Segment Leq : 45.70 dBA

Segment # 6: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.45 + 0.00) = 44.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.97	0.00	-21.20	-1.31	0.00	0.00	0.00	44.45

Segment Leq : 44.45 dBA

Segment # 7: 401SB Offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 34.84 + 0.00) = 34.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	59.52	0.00	-23.38	-1.30	0.00	0.00	0.00	34.84

Segment Leq : 34.84 dBA

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Segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 48.01 + 0.00) = 48.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.48	0.00	-1.46	0.00	0.00	0.00	0.00	48.01

Segment Leq : 48.01 dBA

Total Leq All Segments: 56.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.28
(NIGHT): 56.68

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 17:30:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 20099/1800 veh/TimePeriod *
Medium truck volume : 315/28 veh/TimePeriod *
Heavy truck volume : 1147/103 veh/TimePeriod *
Posted speed limit : 60 km/h

Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23492
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.46
Heavy Truck % of Total Volume : 5.32
Day (16 hrs) % of Total Volume : 91.78

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.00 / 226.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 213.00 / 13.00 m
Source elevation : 0.00 m

Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 241.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 231.00 / 234.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.54
 Heavy Truck % of Total Volume : 3.82
 Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 321.00 / 312.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 20753/1873 veh/TimePeriod *
 Medium truck volume : 325/29 veh/TimePeriod *
 Heavy truck volume : 603/54 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23638
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.50
 Heavy Truck % of Total Volume : 2.78
 Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 340.00 / 332.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 6: Spring Garde (day/night)

Car traffic volume : 4623/437 veh/TimePeriod *
 Medium truck volume : 0/0 veh/TimePeriod *
 Heavy truck volume : 0/0 veh/TimePeriod *

Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5060
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.00
 Heavy Truck % of Total Volume : 0.00
 Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 6: Spring Garde (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 32.00 / 21.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Segment # 1: S.Service Rd (day)

 Source height = 1.52 m

ROAD (0.00 + 44.64 + 0.00) = 44.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.34	0.00	-25.25	-1.46	0.00	0.00	0.00	44.64

 Segment Leq : 44.64 dBA

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Segment # 2: Hwy 401 SB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 51.95 + 0.00) = 51.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.08	0.00	-14.22	-0.57	0.00	0.00	-13.34	51.95

Segment Leq : 51.95 dBA

Segment # 3: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.30	2.30

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	73.31	0.00	-14.76	-0.59	0.00	0.00	-13.86	44.09

Segment Leq : 44.09 dBA

Segment # 4: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-22.08	-1.46	0.00	0.00	0.00	52.44

Segment Leq : 52.44 dBA

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Segment # 5: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 50.49 + 0.00) = 50.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.44	0.00	-22.50	-1.46	0.00	0.00	0.00	50.49

Segment Leq : 50.49 dBA

Segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 49.79 + 0.00) = 49.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.71	0.00	-5.46	-1.46	0.00	0.00	0.00	49.79

Segment Leq : 49.79 dBA

Total Leq All Segments: 57.74 dBA

Segment # 1: S.Service Rd (night)

Source height = 1.52 m

ROAD (0.00 + 38.74 + 0.00) = 38.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	63.88	0.00	-23.84	-1.30	0.00	0.00	0.00	38.74

Segment Leq : 38.74 dBA

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Segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	10.98	10.98

ROAD (0.00 + 57.29 + 0.00) = 57.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.72	0.00	-13.23	-0.34	0.00	0.00	-0.13	63.01*
-90	90	0.54	76.72	0.00	-18.18	-1.25	0.00	0.00	0.00	57.29

* Bright Zone !

Segment Leq : 57.29 dBA

Segment # 3: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source	Receiver	Barrier	Elevation of
--------	----------	---------	--------------

Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
 -----+-----+-----+-----
 2.03 ! 4.50 ! 2.42 ! 2.42

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.13 69.40 0.00 -13.74 -0.37 0.00 0.00 -13.67 41.62

Segment Leq : 41.62 dBA

Segment # 4: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 46.19 + 0.00) = 46.19 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.57 68.23 0.00 -20.73 -1.31 0.00 0.00 0.00 46.19

Segment Leq : 46.19 dBA

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Segment # 5: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 44.48 + 0.00) = 44.48 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.58 66.99 0.00 -21.20 -1.31 0.00 0.00 0.00 44.48

Segment Leq : 44.48 dBA

Segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.78 + 0.00) = 45.78 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.60 49.48 0.00 -2.34 -1.35 0.00 0.00 0.00 45.78

Segment Leq : 45.78 dBA

Total Leq All Segments: 58.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.74
(NIGHT): 58.23

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 14:58:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 4623/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: S.Service Rd (day/night)

Car traffic volume : 20099/1800 veh/TimePeriod *
Medium truck volume : 315/28 veh/TimePeriod *
Heavy truck volume : 1147/103 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23492

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.46
 Heavy Truck % of Total Volume : 5.32
 Day (16 hrs) % of Total Volume : 91.78

Data for Segment # 2: S.Service Rd (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 253.00 / 250.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 3: N.Service Rd (day/night)

 Car traffic volume : 22750/2308 veh/TimePeriod *
 Medium truck volume : 269/27 veh/TimePeriod *
 Heavy truck volume : 134/14 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25501
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.16
 Heavy Truck % of Total Volume : 0.58
 Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 3: N.Service Rd (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 321.50 / 324.50 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 4: Hwy 401 SB (day/night)

 Car traffic volume : 5671/1308 veh/TimePeriod *
 Medium truck volume : 671/155 veh/TimePeriod *
 Heavy truck volume : 5305/1223 veh/TimePeriod *

Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)

Receiver source distance : 186.00 / 189.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 176.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 25725/2158 veh/TimePeriod *
Medium truck volume : 419/35 veh/TimePeriod *
Heavy truck volume : 1038/87 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29462
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 20753/1873 veh/TimePeriod *
Medium truck volume : 325/29 veh/TimePeriod *
Heavy truck volume : 603/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23638
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.50
 Heavy Truck % of Total Volume : 2.78
 Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 7: EC Row WB (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 445.00 / 448.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 48.74 + 0.00) = 48.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.71	0.00	-6.51	-1.46	0.00	0.00	0.00	48.74

Segment Leq : 48.74 dBA

Results segment # 2: S.Service Rd (day)

Source height = 1.52 m

ROAD (0.00 + 59.07 + 0.00) = 59.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.34	0.00	-12.27	0.00	0.00	0.00	0.00	59.07

Segment Leq : 59.07 dBA

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Results segment # 3: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 43.91 + 0.00) = 43.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.47	0.00	-22.10	-1.46	0.00	0.00	0.00	43.91

Segment Leq : 43.91 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 53.50 + 0.00) = 53.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.08	0.00	-12.76	-0.57	0.00	0.00	-13.25	53.50

Segment Leq : 53.50 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.38	2.38

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	73.31	0.00	-13.38	-0.59	0.00	0.00	-13.78	45.55

Segment Leq : 45.55 dBA

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Results segment # 6: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.99	0.00	-24.11	-1.46	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.55 + 0.00) = 48.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.44	0.00	-24.44	-1.46	0.00	0.00	0.00	48.55

Segment Leq : 48.55 dBA

Total Leq All Segments: 61.30 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 47.25 + 0.00) = 47.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.48	0.00	-0.87	-1.35	0.00	0.00	0.00	47.25

Segment Leq : 47.25 dBA

Results segment # 2: S.Service Rd (night)

Source height = 1.52 m

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.88	0.00	-12.22	0.00	0.00	0.00	0.00	51.66

Segment Leq : 51.66 dBA

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Results segment # 3: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.01 + 0.00) = 38.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.56	0.00	-21.21	-1.34	0.00	0.00	0.00	38.01

Segment Leq : 38.01 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.93	2.93

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.72	0.00	-11.90	-0.34	0.00	0.00	-12.97	51.51

Segment Leq : 51.51 dBA

Results segment # 5: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	2.54	2.54

ROAD (0.00 + 43.02 + 0.00) = 43.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	69.40	0.00	-12.48	-0.37	0.00	0.00	-13.54	43.02

Segment Leq : 43.02 dBA

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Results segment # 6: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.23	0.00	-22.89	-1.31	0.00	0.00	0.00	44.03

Segment Leq : 44.03 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.42 + 0.00) = 42.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.99	0.00	-23.25	-1.31	0.00	0.00	0.00	42.42

Segment Leq : 42.42 dBA

Total Leq All Segments: 56.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.30
(NIGHT): 56.13

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 14:22:30
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 4623/437 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5060
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.37

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 24537/2489 veh/TimePeriod *
Medium truck volume : 290/29 veh/TimePeriod *
Heavy truck volume : 145/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27505
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.16
Heavy Truck % of Total Volume : 0.58
Day (16 hrs) % of Total Volume : 90.79

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 3

Road data, segment # 3: S.Service Rd (day/night)

Car traffic volume : 25035/2242 veh/TimePeriod *
Medium truck volume : 392/35 veh/TimePeriod *
Heavy truck volume : 1429/128 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29261
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.46
Heavy Truck % of Total Volume : 5.32
Day (16 hrs) % of Total Volume : 91.78

Data for Segment # 3: S.Service Rd (day/night)

```

Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows     :           0 / 0
Surface              :           1       (Absorptive ground surface)
Receiver source distance : 253.00 / 250.00 m
Receiver height      :           1.50 / 4.50 m
Topography           :           1       (Flat/gentle slope; no barrier)
Reference angle      :           0.00

```

Page 4

Road data, segment # 4: Hwy 401 SB (day/night)

```

-----
Car traffic volume   : 4453/788   veh/TimePeriod *
Medium truck volume  : 444/79     veh/TimePeriod *
Heavy truck volume   : 4427/784   veh/TimePeriod *
Posted speed limit   : 100 km/h
Road gradient        : 0 %
Road pavement        : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10974
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 4.76
Heavy Truck % of Total Volume       : 47.48
Day (16 hrs) % of Total Volume      : 84.96

```

Data for Segment # 4: Hwy 401 SB (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows     :           0 / 0
Surface              :           1       (Absorptive ground surface)
Receiver source distance : 52.00 / 55.00 m
Receiver height      :           1.50 / 4.50 m
Topography           :           2       (Flat/gentle slope; with barrier)
Barrier angle1       : -90.00 deg   Angle2 : 90.00 deg
Barrier height       :           7.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation     :           0.00 m
Receiver elevation   :           7.00 m
Barrier elevation    :           0.00 m
Reference angle      :           0.00

```

Page 5

Road data, segment # 5: Hwy 401 NB (day/night)

```

-----
Car traffic volume   : 2999/610   veh/TimePeriod *
Medium truck volume  : 101/20     veh/TimePeriod *
Heavy truck volume   : 641/130   veh/TimePeriod *
Posted speed limit   : 100 km/h
Road gradient        : 0 %

```

Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 62.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 6

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 22897/1921 veh/TimePeriod *
Medium truck volume : 373/31 veh/TimePeriod *
Heavy truck volume : 924/78 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26224
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.54
Heavy Truck % of Total Volume : 3.82
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m

Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 20534/1854 veh/TimePeriod *
Medium truck volume : 322/29 veh/TimePeriod *
Heavy truck volume : 596/54 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23389
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 2.78
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 8: 401SB offrmp (day/night)

Car traffic volume : 3250/589 veh/TimePeriod *
Medium truck volume : 60/11 veh/TimePeriod *
Heavy truck volume : 217/39 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.69
Heavy Truck % of Total Volume : 6.15
Day (16 hrs) % of Total Volume : 84.66

Data for Segment # 8: 401SB offrmp (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      :          0      (No woods.)
No of house rows :          0 / 0
Surface         :          1      (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height  :          1.50 / 4.50 m
Topography      :          1      (Flat/gentle slope; no barrier)
Reference angle  :          0.00

```

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 48.74 + 0.00) = 48.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.71	0.00	-6.51	-1.46	0.00	0.00	0.00	48.74

Segment Leq : 48.74 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.87 m

ROAD (0.00 + 44.24 + 0.00) = 44.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.80	0.00	-22.10	-1.46	0.00	0.00	0.00	44.24

Segment Leq : 44.24 dBA

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Results segment # 3: S.Service Rd (day)

Source height = 1.52 m

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.30	0.00	-20.36	-1.46	0.00	0.00	0.00	50.48

Segment Leq : 50.48 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 1.50 ! 3.57 ! 3.57

ROAD (0.00 + 59.80 + 0.00) = 59.80 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.21 79.24 0.00 -6.55 -0.57 0.00 0.00 -12.32 59.80

Segment Leq : 59.80 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.03 ! 1.50 ! 2.93 ! 2.93

ROAD (0.00 + 49.35 + 0.00) = 49.35 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.22 71.50 0.00 -8.34 -0.59 0.00 0.00 -13.21 49.35

Segment Leq : 49.35 dBA

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Results segment # 6: EC Row EB (day)

Source height = 1.40 m

ROAD (0.00 + 49.92 + 0.00) = 49.92 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.66 75.48 0.00 -24.11 -1.46 0.00 0.00 0.00 49.92

Segment Leq : 49.92 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.29 m

ROAD (0.00 + 48.50 + 0.00) = 48.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	74.40	0.00	-24.44	-1.46	0.00	0.00	0.00	48.50

Segment Leq : 48.50 dBA

Results segment # 8: 401SB offrmp (day)

Source height = 1.57 m

ROAD (0.00 + 41.83 + 0.00) = 41.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.95	0.00	-20.67	-1.45	0.00	0.00	0.00	41.83

Segment Leq : 41.83 dBA

Total Leq All Segments: 61.58 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 47.25 + 0.00) = 47.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.48	0.00	-0.87	-1.35	0.00	0.00	0.00	47.25

Segment Leq : 47.25 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.33 + 0.00) = 38.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.88	0.00	-21.21	-1.34	0.00	0.00	0.00	38.33

Segment Leq : 38.33 dBA

Results segment # 3: S.Service Rd (night)

Source height = 1.52 m

ROAD (0.00 + 44.35 + 0.00) = 44.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.83	0.00	-19.18	-1.30	0.00	0.00	0.00	44.35

Segment Leq : 44.35 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.05	4.05

ROAD (0.00 + 56.76 + 0.00) = 56.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	74.73	0.00	-6.34	-0.34	0.00	0.00	-11.29	56.76

Segment Leq : 56.76 dBA

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Results segment # 5: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	3.30	3.30

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	67.57	0.00	-7.93	-0.37	0.00	0.00	-12.54	46.73

Segment Leq : 46.73 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.40 m

ROAD (0.00 + 43.54 + 0.00) = 43.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90 90 0.57 67.74 0.00 -22.89 -1.31 0.00 0.00 0.00 43.54

Segment Leq : 43.54 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.29 m

ROAD (0.00 + 42.40 + 0.00) = 42.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.97	0.00	-23.25	-1.31	0.00	0.00	0.00	42.40

Segment Leq : 42.40 dBA

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Results segment # 8: 401SB offrmp (night)

Source height = 1.57 m

ROAD (0.00 + 38.60 + 0.00) = 38.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	59.52	0.00	-19.63	-1.30	0.00	0.00	0.00	38.60

Segment Leq : 38.60 dBA

Total Leq All Segments: 58.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.58
(NIGHT): 58.17

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 15:13:21
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume	: 4701/394	veh/TimePeriod	*
Medium truck volume	: 77/6	veh/TimePeriod	*
Heavy truck volume	: 38/3	veh/TimePeriod	*
Posted speed limit	: 60 km/h		

Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5220
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      :          0      (No woods.)
No of house rows :          0 / 0
Surface        :          1      (Absorptive ground surface)
Receiver source distance : 144.00 / 128.00 m
Receiver height :          1.50 / 4.50 m
Topography     :          2      (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg   Angle2 : 90.00 deg
Barrier height  :          8.00 m
Barrier receiver distance : 134.00 / 118.00 m
Source elevation :          0.00 m
Receiver elevation :          8.00 m
Barrier elevation :          0.00 m
Reference angle :          0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 55.45 + 0.00) = 55.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.10	0.00	-5.64	0.00	0.00	0.00	0.00	55.45

Segment Leq : 55.45 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 51.78 + 0.00) = 51.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.54	0.00	-13.31	-1.46	0.00	0.00	0.00	51.78

Segment Leq : 51.78 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.40	!	1.50	!	2.96	!	2.96

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.08	0.00	-10.66	-0.42	0.00	0.00	-14.41	54.60

Segment Leq : 54.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.55	2.55

ROAD (0.00 + 46.53 + 0.00) = 46.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	73.31	0.00	-11.43	-0.45	0.00	0.00	-14.89	46.53

Segment Leq : 46.53 dBA

Total Leq All Segments: 59.22 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 48.28 + 0.00) = 48.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.24	0.00	-4.96	0.00	0.00	0.00	0.00	48.28

Segment Leq : 48.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.17	0.00	-17.40	-1.34	0.00	0.00	0.00	40.43

Segment Leq : 40.43 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.31	3.31

ROAD (0.00 + 53.38 + 0.00) = 53.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.72	0.00	-9.24	-0.18	0.00	0.00	-13.92	53.38

Segment Leq : 53.38 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	2.85	2.85

ROAD (0.00 + 44.70 + 0.00) = 44.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	69.40	0.00	-10.00	-0.21	0.00	0.00	-14.49	44.70

Segment Leq : 44.70 dBA

Total Leq All Segments: 55.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.22
(NIGHT): 55.13

Filename: s_gh_4a.te
Description:

Time Period: Day/Night 16/8 hours

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4736/397 veh/TimePeriod *
Medium truck volume : 77/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5258
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 22998/2093 veh/TimePeriod *
Medium truck volume : 156/14 veh/TimePeriod *
Heavy truck volume : 79/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25346
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)


```

Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows    :           0 / 0
Surface             :           1       (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height     :           1.50 / 4.50 m
Topography          :           1       (Flat/gentle slope; no barrier)
Reference angle     :           0.00

```

Page 3

Road data, segment # 3: Hwy 401 SB (day/night)

```

-----
Car traffic volume   : 4453/788   veh/TimePeriod *
Medium truck volume : 444/79     veh/TimePeriod *
Heavy truck volume  : 4427/784   veh/TimePeriod *
Posted speed limit  : 100 km/h
Road gradient       : 0 %
Road pavement      : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10974
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 4.76
Heavy Truck % of Total Volume     : 47.48
Day (16 hrs) % of Total Volume    : 84.96

```

Data for Segment # 3: Hwy 401 SB (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows    :           0 / 0
Surface             :           1       (Absorptive ground surface)
Receiver source distance : 84.00 / 68.00 m
Receiver height     :           1.50 / 4.50 m
Topography          :           2       (Flat/gentle slope; with barrier)
Barrier angle1     : -90.00 deg   Angle2 : 90.00 deg
Barrier height     : 10.00 m
Barrier receiver distance : 74.00 / 58.00 m
Source elevation   : 0.00 m
Receiver elevation  : 10.00 m
Barrier elevation   : 0.00 m
Reference angle     : 0.00

```

Page 4

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume   : 2999/610   veh/TimePeriod *
Medium truck volume : 101/20     veh/TimePeriod *
Heavy truck volume  : 641/130   veh/TimePeriod *
Posted speed limit  : 100 km/h
Road gradient       : 0 %

```

Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4502
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 2.69
 Heavy Truck % of Total Volume : 17.14
 Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 102.00 / 86.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 10.00 m
 Barrier receiver distance : 92.00 / 76.00 m
 Source elevation : 0.00 m
 Receiver elevation : 10.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.12	0.00	-5.64	0.00	0.00	0.00	0.00	55.47

Segment Leq : 55.47 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.91	0.00	-13.31	-1.46	0.00	0.00	0.00	52.14

Segment Leq : 52.14 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.48	3.48

ROAD (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	79.24	0.00	-7.73	-0.10	0.00	0.00	-15.94	55.47

Segment Leq : 55.47 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.96	2.96

ROAD (0.00 + 46.40 + 0.00) = 46.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	71.50	0.00	-8.69	-0.13	0.00	0.00	-16.27	46.40

Segment Leq : 46.40 dBA

Total Leq All Segments: 59.60 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 48.30 + 0.00) = 48.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.26	0.00	-4.96	0.00	0.00	0.00	0.00	48.30

Segment Leq : 48.30 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 40.74 + 0.00) = 40.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.49	0.00	-17.41	-1.34	0.00	0.00	0.00	40.74

Segment Leq : 40.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.18	4.18

ROAD (0.00 + 52.80 + 0.00) = 52.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.73	0.00	-6.56	0.00	0.00	0.00	-15.37	52.80

Segment Leq : 52.80 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	4.50	3.48	3.48

ROAD (0.00 + 44.14 + 0.00) = 44.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	67.57	0.00	-7.58	0.00	0.00	0.00	-15.85	44.14

Segment Leq : 44.14 dBA

Total Leq All Segments: 54.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.60
(NIGHT): 54.71

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 15:51:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_5ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4701/394 veh/TimePeriod *
Medium truck volume : 77/6 veh/TimePeriod *
Heavy truck volume : 38/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5220
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 0.79
Day (16 hrs) % of Total Volume : 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 165.00 / 168.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 5.00 m
 Barrier receiver distance : 155.00 / 158.00 m
 Source elevation : 0.00 m
 Receiver elevation : 5.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
 Medium truck volume : 153/31 veh/TimePeriod *
 Heavy truck volume : 973/198 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 2.69
 Heavy Truck % of Total Volume : 17.14
 Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 183.00 / 186.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 5.00 m
 Barrier receiver distance : 173.00 / 176.00 m
 Source elevation : 0.00 m
 Receiver elevation : 5.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 5: Lambton Rd (day/night)

```

-----
Car traffic volume : 3347/281 veh/TimePeriod
Medium truck volume : 28/2 veh/TimePeriod
Heavy truck volume : 14/1 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

Data for Segment # 5: Lambton Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 6.00 / 9.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Page 6

Road data, segment # 6: 401NB Offrmp (day/night)

```

-----
Car traffic volume : 10265/1613 veh/TimePeriod *
Medium truck volume : 136/21 veh/TimePeriod *
Heavy truck volume : 68/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12114
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 86.42

```

Data for Segment # 6: 401NB Offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg

```


Barrier height : 3.00 m
Barrier receiver distance : 193.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 7: 401SB Onramp (day/night)

Car traffic volume : 12430/2591 veh/TimePeriod *
Medium truck volume : 243/51 veh/TimePeriod *
Heavy truck volume : 1033/215 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.77
Heavy Truck % of Total Volume : 7.54
Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 7: 401SB Onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 148.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Results segment # 1: S.Service Rd (day)

Source height = 0.94 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)

-----+-----+-----+-----
 0.94 ! 1.50 ! 1.54 ! 1.54

ROAD (0.00 + 40.09 + 0.00) = 40.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.10	0.00	-18.68	-1.33	0.00	0.00	-5.00	36.09*
-90	90	0.66	61.10	0.00	-19.56	-1.46	0.00	0.00	0.00	40.09

* Bright Zone !

Segment Leq : 40.09 dBA

Results segment # 2: N.Service Rd (day)

 Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.76 !	1.50 !	1.53 !	1.53

ROAD (0.00 + 45.16 + 0.00) = 45.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	66.54	0.00	-19.10	-1.34	0.00	0.00	-5.00	41.11*
-90	90	0.66	66.54	0.00	-19.93	-1.46	0.00	0.00	0.00	45.16

* Bright Zone !

Segment Leq : 45.16 dBA

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Results segment # 3: Hwy 401 SB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40 !	1.50 !	2.65 !	2.65

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.08	0.00	-13.88	-0.84	0.00	0.00	-9.82	55.54

Segment Leq : 55.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.28	2.28

ROAD (0.00 + 47.24 + 0.00) = 47.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	73.31	0.00	-14.60	-0.86	0.00	0.00	-10.60	47.24

Segment Leq : 47.24 dBA

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Results segment # 5: Lambton Rd (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80	1.50	2.02	2.02

ROAD (0.00 + 56.72 + 0.00) = 56.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.72	0.00	0.00	0.00	0.00	0.00	-3.63	53.09*
-90	90	0.00	56.72	0.00	0.00	0.00	0.00	0.00	0.00	56.72

* Bright Zone !

Segment Leq : 56.72 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
-------------------	---------------------	--------------------	------------------------------

Height (m)	Height (m)	Height (m)	Barrier Top (m)
0.90	1.50	0.95	0.95

ROAD (0.00 + 34.16 + 0.00) = 34.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	64.17	0.00	-16.72	-1.17	0.00	0.00	-12.12	34.16

Segment Leq : 34.16 dBA

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Results segment # 7: 401SB Onramp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.72	1.72

ROAD (0.00 + 45.22 + 0.00) = 45.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	70.50	0.00	-14.54	-1.13	0.00	0.00	-9.61	45.22

Segment Leq : 45.22 dBA

Total Leq All Segments: 59.82 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	4.44	4.44

ROAD (0.00 + 33.12 + 0.00) = 33.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	53.24	0.00	-17.71	-1.17	0.00	0.00	-0.17	34.19*
-90	90	0.59	53.24	0.00	-18.79	-1.33	0.00	0.00	0.00	33.12

* Bright Zone !

Segment Leq : 33.12 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.77 ! 4.50 ! 4.44 ! 4.44

ROAD (0.00 + 38.64 + 0.00) = 38.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.17	0.00	-18.10	-1.18	0.00	0.00	-0.17	39.73*
-90	90	0.59	59.17	0.00	-19.20	-1.34	0.00	0.00	0.00	38.64

* Bright Zone !

Segment Leq : 38.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.82 ! 2.82

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.72	0.00	-13.04	-0.64	0.00	0.00	-9.41	53.63

Segment Leq : 53.63 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.03 !          4.50 !          2.44 !          2.44
    
```

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.25  69.40   0.00 -13.71  -0.66   0.00   0.00 -10.25  44.77
    
```

Segment Leq : 44.77 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.77 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.77 !          4.50 !          3.64 !          3.64
    
```

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.00  48.79   0.00 -0.79   0.00   0.00   0.00 -0.17  47.82*
   -90    90   0.00  48.79   0.00 -0.79   0.00   0.00   0.00  0.00  48.00
    
```

* Bright Zone !

Segment Leq : 48.00 dBA

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Results segment # 6: 401NB Offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.90 !          4.50 !          1.00 !          1.00
    
```

ROAD (0.00 + 30.41 + 0.00) = 30.41 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.41  59.16   0.00 -15.81  -1.00   0.00   0.00 -11.95  30.41
    
```

Segment Leq : 30.41 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.66	!	4.50	!	1.77	!	1.77

ROAD (0.00 + 42.62 + 0.00) = 42.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	66.70	0.00	-13.77	-0.95	0.00	0.00	-9.35	42.62

Segment Leq : 42.62 dBA

Total Leq All Segments: 55.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.82
(NIGHT): 55.47

STAMSON 5.0 NORMAL REPORT Date: 11-10-2007 18:13:27
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_5.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume	:	4701/394	veh/TimePeriod	*
Medium truck volume	:	77/6	veh/TimePeriod	*
Heavy truck volume	:	38/3	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1 (Typical asphalt or concrete)		

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT):	5220
Percentage of Annual Growth	: 0.00
Number of Years of Growth	: 0.00
Medium Truck % of Total Volume	: 1.59
Heavy Truck % of Total Volume	: 0.79
Day (16 hrs) % of Total Volume	: 92.26

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 21139/1923 veh/TimePeriod *
Medium truck volume : 143/13 veh/TimePeriod *
Heavy truck volume : 73/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23298
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.67
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 91.66

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5671/1308 veh/TimePeriod *
Medium truck volume : 671/155 veh/TimePeriod *
Heavy truck volume : 5305/1223 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14333
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.76
Heavy Truck % of Total Volume : 45.55
Day (16 hrs) % of Total Volume : 81.26

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 155.00 / 158.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4553/926 veh/TimePeriod *
Medium truck volume : 153/31 veh/TimePeriod *
Heavy truck volume : 973/198 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6834
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.69
Heavy Truck % of Total Volume : 17.14
Day (16 hrs) % of Total Volume : 83.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg

Barrier height : 5.00 m
Barrier receiver distance : 173.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 3347/281 veh/TimePeriod
Medium truck volume : 28/2 veh/TimePeriod
Heavy truck volume : 14/1 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

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Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 10265/1613 veh/TimePeriod *
Medium truck volume : 136/21 veh/TimePeriod *
Heavy truck volume : 68/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12114
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.30
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 86.42

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m

Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.00 m
 Barrier receiver distance : 193.00 / 196.00 m
 Source elevation : 0.00 m
 Receiver elevation : 3.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 7: 401SB Onramp (day/night)

 Car traffic volume : 12430/2591 veh/TimePeriod *
 Medium truck volume : 243/51 veh/TimePeriod *
 Heavy truck volume : 1033/215 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16563
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.77
 Heavy Truck % of Total Volume : 7.54
 Day (16 hrs) % of Total Volume : 82.75

Data for Segment # 7: 401SB Onramp (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 145.00 / 148.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.00 m
 Barrier receiver distance : 142.00 / 145.00 m
 Source elevation : 0.00 m
 Receiver elevation : 3.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.94 m

ROAD (0.00 + 40.67 + 0.00) = 40.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.10	0.00	-19.05	-1.38	0.00	0.00	0.00	40.67

Segment Leq : 40.67 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.76 m

ROAD (0.00 + 45.68 + 0.00) = 45.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	66.54	0.00	-19.47	-1.39	0.00	0.00	0.00	45.68

Segment Leq : 45.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.08	0.00	-13.88	-0.84	0.00	0.00	-9.82	55.54

Segment Leq : 55.54 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.03 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.03	1.50	2.28	2.28

ROAD (0.00 + 47.24 + 0.00) = 47.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	73.31	0.00	-14.60	-0.86	0.00	0.00	-10.60	47.24

Segment Leq : 47.24 dBA

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Results segment # 5: Lambton Rd (day)

Source height = 0.80 m

ROAD (0.00 + 56.72 + 0.00) = 56.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.72	0.00	0.00	0.00	0.00	0.00	0.00	56.72

Segment Leq : 56.72 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.95	0.95

ROAD (0.00 + 34.16 + 0.00) = 34.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	64.17	0.00	-16.72	-1.17	0.00	0.00	-12.12	34.16

Segment Leq : 34.16 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.72	1.72

ROAD (0.00 + 45.22 + 0.00) = 45.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	70.50	0.00	-14.54	-1.13	0.00	0.00	-9.61	45.22

Segment Leq : 45.22 dBA

Total Leq All Segments: 59.85 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.93 m

ROAD (0.00 + 33.93 + 0.00) = 33.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	53.24	0.00	-18.08	-1.23	0.00	0.00	0.00	33.93

Segment Leq : 33.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 39.47 + 0.00) = 39.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	59.17	0.00	-18.47	-1.23	0.00	0.00	0.00	39.47

Segment Leq : 39.47 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40 !	4.50 !	2.82 !	2.82

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.72	0.00	-13.04	-0.64	0.00	0.00	-9.41	53.63

Segment Leq : 53.63 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.03 m

Barrier height for grazing incidence

```
-----  
Source      ! Receiver      ! Barrier      ! Elevation of  
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)  
-----+-----+-----+-----  
          2.03 !          4.50 !          2.44 !          2.44
```

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----  
   -90    90    0.25  69.40    0.00 -13.71  -0.66   0.00   0.00 -10.25  44.77  
-----
```

Segment Leq : 44.77 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.77 m

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----  
   -90    90    0.00  48.79    0.00  -0.79   0.00   0.00   0.00   0.00  48.00  
-----
```

Segment Leq : 48.00 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

```
-----  
Source      ! Receiver      ! Barrier      ! Elevation of  
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)  
-----+-----+-----+-----  
          0.90 !          4.50 !          1.00 !          1.00
```

ROAD (0.00 + 30.41 + 0.00) = 30.41 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----  
   -90    90    0.41  59.16    0.00 -15.81  -1.00   0.00   0.00 -11.95  30.41  
-----
```

Segment Leq : 30.41 dBA

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Results segment # 7: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

```
-----  
Source      ! Receiver      ! Barrier      ! Elevation of  
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)  
-----+-----+-----+-----  
          1.66 !          4.50 !          1.77 !          1.77
```

ROAD (0.00 + 42.62 + 0.00) = 42.62 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----  
   -90    90   0.39  66.70   0.00 -13.77  -0.95   0.00   0.00  -9.35  42.62  
-----
```

Segment Leq : 42.62 dBA

Total Leq All Segments: 55.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.85
(NIGHT): 55.50

STAMSON 5.0 NORMAL REPORT Date: 11-10-2007 18:00:40
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_gh_6.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

```
-----  
Car traffic volume : 3866/374    veh/TimePeriod *  
Medium truck volume : 15/1        veh/TimePeriod *  
Heavy truck volume : 7/1         veh/TimePeriod *  
Posted speed limit : 60 km/h  
Road gradient        : 0 %  
Road pavement        : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 4265  
Percentage of Annual Growth        : 0.00  
Number of Years of Growth          : 0.00  
Medium Truck % of Total Volume     : 0.39  
Heavy Truck % of Total Volume       : 0.19  
Day (16 hrs) % of Total Volume     : 91.17
```

Data for Segment # 1: S.Service Rd (day/night)

```
-----  
Angle1    Angle2                    : -90.00 deg    90.00 deg  
Wood depth                        : 0             (No woods.)  
No of house rows                   : 0 / 0  
Surface                             : 2             (Reflective ground surface)
```


Receiver source distance : 147.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7091/527 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7630
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.10
Heavy Truck % of Total Volume : 0.05
Day (16 hrs) % of Total Volume : 93.08

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 158.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 18455/3853 veh/TimePeriod *
Medium truck volume : 810/169 veh/TimePeriod *
Heavy truck volume : 6131/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30697
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19

Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 76.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12410/2231 veh/TimePeriod *
Medium truck volume : 551/99 veh/TimePeriod *
Heavy truck volume : 3628/652 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19571
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.32
Heavy Truck % of Total Volume : 21.87
Day (16 hrs) % of Total Volume : 84.76

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 98.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.65 m

ROAD (0.00 + 48.82 + 0.00) = 48.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.73	0.00	-9.91	0.00	0.00	0.00	0.00	48.82

Segment Leq : 48.82 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 50.74 + 0.00) = 50.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.97	0.00	-10.23	0.00	0.00	0.00	0.00	50.74

Segment Leq : 50.74 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.37	2.37

ROAD (0.00 + 73.44 + 0.00) = 73.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.02	0.00	-7.58	0.00	0.00	0.00	-4.74	68.70*
-90	90	0.00	81.02	0.00	-7.58	0.00	0.00	0.00	0.00	73.44

* Bright Zone !

Segment Leq : 73.44 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	1.50	2.29	2.29

ROAD (0.00 + 70.26 + 0.00) = 70.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.83	0.00	-8.57	0.00	0.00	0.00	-4.84	65.42*
-90	90	0.00	78.83	0.00	-8.57	0.00	0.00	0.00	0.00	70.26

* Bright Zone !

Segment Leq : 70.26 dBA

Total Leq All Segments: 75.17 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 41.87 + 0.00) = 41.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.70	0.00	-9.82	0.00	0.00	0.00	0.00	41.87

Segment Leq : 41.87 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.48 + 0.00) = 42.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.62	0.00	-10.14	0.00	0.00	0.00	0.00	42.48

Segment Leq : 42.48 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.73	2.73

ROAD (0.00 + 69.80 + 0.00) = 69.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.23	0.00	-7.43	0.00	0.00	0.00	-3.81	65.99*
-90	90	0.00	77.23	0.00	-7.43	0.00	0.00	0.00	0.00	69.80

* Bright Zone !

Segment Leq : 69.80 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.16	4.50	2.58	2.58

ROAD (0.00 + 65.94 + 0.00) = 65.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.39	0.00	-8.45	0.00	0.00	0.00	-4.33	61.61*
-90	90	0.00	74.39	0.00	-8.45	0.00	0.00	0.00	0.00	65.94

* Bright Zone !

Segment Leq : 65.94 dBA

Total Leq All Segments: 71.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 75.17
(NIGHT): 71.31

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 3897/312 veh/TimePeriod
Medium truck volume : 21/2 veh/TimePeriod
Heavy truck volume : 10/1 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 316.00 / 313.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 5448/352 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5813
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.93

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 328.00 / 324.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15476/3436 veh/TimePeriod *
Medium truck volume : 604/134 veh/TimePeriod *

Heavy truck volume : 4391/975 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25017
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.95
Heavy Truck % of Total Volume : 21.45
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.00 / 261.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 254.00 / 251.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0

Surface : 1 (Absorptive ground surface)
 Receiver source distance : 283.00 / 279.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 6.00 m
 Barrier receiver distance : 273.00 / 269.00 m
 Source elevation : 0.00 m
 Receiver elevation : 6.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 6451/1318 veh/TimePeriod *
 Medium truck volume : 49/10 veh/TimePeriod *
 Heavy truck volume : 24/5 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7857
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.75
 Heavy Truck % of Total Volume : 0.37
 Day (16 hrs) % of Total Volume : 83.04

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 144.00 / 135.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 19092/1277 veh/TimePeriod *
 Medium truck volume : 0/0 veh/TimePeriod *
 Heavy truck volume : 0/0 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.73

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 7: 401SB onrmp (day/night)

Car traffic volume : 2698/630 veh/TimePeriod *
Medium truck volume : 9/2 veh/TimePeriod *
Heavy truck volume : 4/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3344
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.33
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 7: 401SB onrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.00 / 147.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Segment # 1: S.service Rd (day)

Source height = 0.71 m

ROAD (0.00 + 35.55 + 0.00) = 35.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.98	0.00	-21.97	-1.46	0.00	0.00	0.00	35.55

Segment Leq : 35.55 dBA

Segment # 2: N.service Rd (day)

Source height = 0.52 m

ROAD (0.00 + 36.19 + 0.00) = 36.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.88	0.00	-22.24	-1.46	0.00	0.00	0.00	36.19

Segment Leq : 36.19 dBA

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Segment # 3: Hwy 401 SB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.35	2.35

ROAD (0.00 + 50.72 + 0.00) = 50.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.66	0.00	-15.95	-0.72	0.00	0.00	-12.26	50.72

Segment Leq : 50.72 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.44	2.44

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.66	0.00	-15.95	-0.72	0.00	0.00	-12.26	50.72

-90 90 0.28 76.43 0.00 -16.30 -0.72 0.00 0.00 -12.12 47.30

Segment Leq : 47.30 dBA

Segment # 5: 401SB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 43.71 + 0.00) = 43.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.47	0.00	-16.31	-1.46	0.00	0.00	0.00	43.71

Segment Leq : 43.71 dBA

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Segment # 6: 401SB offrmp (day)

Source height = 0.50 m

ROAD (0.00 + 57.91 + 0.00) = 57.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.87	0.00	-4.96	0.00	0.00	0.00	0.00	57.91

Segment Leq : 57.91 dBA

Segment # 7: 401SB onrmp (day)

Source height = 0.62 m

ROAD (0.00 + 36.61 + 0.00) = 36.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.95	0.00	-16.88	-1.46	0.00	0.00	0.00	36.61

Segment Leq : 36.61 dBA

Total Leq All Segments: 59.17 dBA

Segment # 1: S.service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 28.83 + 0.00) = 28.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

```
-----
-90    90    0.59  51.19   0.00 -21.01  -1.34   0.00   0.00   0.00  28.83
-----
```

Segment Leq : 28.83 dBA

Segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.22 + 0.00) = 28.22 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.60  50.93   0.00 -21.35  -1.35   0.00   0.00   0.00  28.22
-----
```

Segment Leq : 28.22 dBA

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Segment # 3: Hwy 401 SB (night)

Source height = 2.15 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      2.15 !      4.50 !      2.47 !      2.47
-----
```

ROAD (0.00 + 48.80 + 0.00) = 48.80 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.19  76.13   0.00 -14.77  -0.51   0.00   0.00 -12.05  48.80
-----
```

Segment Leq : 48.80 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
      2.25 !      4.50 !      2.55 !      2.55
-----
```

ROAD (0.00 + 44.58 + 0.00) = 44.58 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
```

-90 90 0.19 72.07 0.00 -15.08 -0.51 0.00 0.00 -11.92 44.58

Segment Leq : 44.58 dBA

Segment # 5: 401SB offrmp (night)

Source height = 0.78 m

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.59	57.60	0.00	-15.19	-1.34	0.00	0.00	0.00	41.07
-----	----	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 41.07 dBA

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Segment # 6: 401SB offrmp (night)

Source height = 0.50 m

ROAD (0.00 + 51.91 + 0.00) = 51.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.00	54.13	0.00	-2.22	0.00	0.00	0.00	0.00	51.91
-----	----	------	-------	------	-------	------	------	------	------	-------

Segment Leq : 51.91 dBA

Segment # 7: 401SB onrmp (night)

Source height = 0.63 m

ROAD (0.00 + 34.49 + 0.00) = 34.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.60	51.66	0.00	-15.82	-1.35	0.00	0.00	0.00	34.49
-----	----	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 34.49 dBA

Total Leq All Segments: 54.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.17
(NIGHT): 54.42

MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8799/670 veh/TimePeriod *
Medium truck volume : 53/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9555
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 349.00 / 352.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14392/1316 veh/TimePeriod *
Medium truck volume : 106/10 veh/TimePeriod *
Heavy truck volume : 52/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      :          0       (No woods.)
No of house rows :          0 / 0
Surface        :          1       (Absorptive ground surface)
Receiver source distance : 359.00 / 362.00 m
Receiver height  :          1.50 / 4.50 m
Topography      :          1       (Flat/gentle slope; no barrier)
Reference angle  :          0.00

```

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Road data, segment # 3: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 15476/3436 veh/TimePeriod *
Medium truck volume :    604/134 veh/TimePeriod *
Heavy truck volume  :   4391/975 veh/TimePeriod *
Posted speed limit  :    100 km/h
Road gradient       :          0 %
Road pavement      :          1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25017
Percentage of Annual Growth       : 0.00
Number of Years of Growth         : 0.00
Medium Truck % of Total Volume    : 2.95
Heavy Truck % of Total Volume     : 21.45
Day (16 hrs) % of Total Volume    : 81.83

```

Data for Segment # 3: Hwy 401 SB (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth      :          0       (No woods.)
No of house rows :          0 / 0
Surface        :          1       (Absorptive ground surface)
Receiver source distance : 297.00 / 300.00 m
Receiver height  :          1.50 / 4.50 m
Topography      :          2       (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : 90.00 deg
Barrier height   :          6.00 m
Barrier receiver distance : 287.00 / 290.00 m
Source elevation :          0.00 m
Receiver elevation :          6.00 m
Barrier elevation :          0.00 m
Reference angle  :          0.00

```

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Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume :   318/58 veh/TimePeriod *
Heavy truck volume  :  2139/392 veh/TimePeriod *
Posted speed limit  :    100 km/h

```

Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 318.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 305.00 / 308.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 19092/1277 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.73

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m

Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 38.49 + 0.00) = 38.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.64	0.00	-22.69	-1.46	0.00	0.00	0.00	38.49

Segment Leq : 38.49 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 40.58 + 0.00) = 40.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.93	0.00	-22.89	-1.46	0.00	0.00	0.00	40.58

Segment Leq : 40.58 dBA

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Segment # 3: Hwy 401 SB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.33	2.33

ROAD (0.00 + 50.04 + 0.00) = 50.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.66	0.00	-16.60	-0.72	0.00	0.00	-12.29	50.04

Segment Leq : 50.04 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.42	2.42

ROAD (0.00 + 46.68 + 0.00) = 46.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.43	0.00	-16.89	-0.72	0.00	0.00	-12.14	46.68

Segment Leq : 46.68 dBA

Segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.71 + 0.00) = 54.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.87	0.00	-6.70	-1.46	0.00	0.00	0.00	54.71

Segment Leq : 54.71 dBA

Total Leq All Segments: 56.64 dBA

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Segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 31.27 + 0.00) = 31.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.45	0.00	-21.83	-1.34	0.00	0.00	0.00	31.27

Segment Leq : 31.27 dBA

Segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.25 + 0.00) = 34.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.59	0.00	-22.00	-1.34	0.00	0.00	0.00	34.25

Segment Leq : 34.25 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	2.43	2.43

ROAD (0.00 + 48.02 + 0.00) = 48.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.13	0.00	-15.49	-0.51	0.00	0.00	-12.11	48.02

Segment Leq : 48.02 dBA

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Segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.51	2.51

ROAD (0.00 + 43.85 + 0.00) = 43.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	72.07	0.00	-15.75	-0.51	0.00	0.00	-11.97	43.85

Segment Leq : 43.85 dBA

Segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.13	0.00	-4.08	-1.35	0.00	0.00	0.00	48.69

Segment Leq : 48.69 dBA

Total Leq All Segments: 52.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.64
(NIGHT): 52.19

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 19:04:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8799/670 veh/TimePeriod *
Medium truck volume : 53/4 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9555
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 270.00 / 273.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14392/1316 veh/TimePeriod *
Medium truck volume : 106/10 veh/TimePeriod *
Heavy truck volume : 52/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 283.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15476/3436 veh/TimePeriod *
Medium truck volume : 604/134 veh/TimePeriod *
Heavy truck volume : 4391/975 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25017
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.95
Heavy Truck % of Total Volume : 21.45
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 206.00 / 209.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m

Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 235.00 / 238.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 225.00 / 228.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 4358/890 veh/TimePeriod *
Medium truck volume : 33/7 veh/TimePeriod *
Heavy truck volume : 16/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5307
Percentage of Annual Growth : 0.00

Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.75
 Heavy Truck % of Total Volume : 0.37
 Day (16 hrs) % of Total Volume : 83.04

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 206.00 / 209.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.00 m
 Barrier receiver distance : 203.00 / 206.00 m
 Source elevation : 0.00 m
 Receiver elevation : 3.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 13048/1058 veh/TimePeriod *
 Medium truck volume : 118/10 veh/TimePeriod *
 Heavy truck volume : 60/5 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14297
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.89
 Heavy Truck % of Total Volume : 0.45
 Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 118.00 / 122.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 40.34 + 0.00) = 40.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.64	0.00	-20.84	-1.46	0.00	0.00	0.00	40.34

Segment Leq : 40.34 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 42.37 + 0.00) = 42.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.93	0.00	-21.10	-1.46	0.00	0.00	0.00	42.37

Segment Leq : 42.37 dBA

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Segment # 3: Hwy 401 SB (day)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	1.50	2.35	2.35

ROAD (0.00 + 52.85 + 0.00) = 52.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	79.66	0.00	-15.53	-0.86	0.00	0.00	-10.42	52.85

Segment Leq : 52.85 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.43	2.43

ROAD (0.00 + 49.36 + 0.00) = 49.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	76.43	0.00	-15.98	-0.85	0.00	0.00	-10.25	49.36

Segment Leq : 49.36 dBA

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Segment # 5: 401SB offrmp (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	1.50	0.83	0.83

ROAD (0.00 + 29.04 + 0.00) = 29.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.76	0.00	-17.09	-1.18	0.00	0.00	-12.45	29.04

Segment Leq : 29.04 dBA

Segment # 6: 401SB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 48.41 + 0.00) = 48.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.74	0.00	-14.87	-1.46	0.00	0.00	0.00	48.41

Segment Leq : 48.41 dBA

Total Leq All Segments: 55.77 dBA

Segment # 1: S.Service Rd (night)

Source height = 0.74 m

ROAD (0.00 + 33.03 + 0.00) = 33.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.45	0.00	-20.07	-1.34	0.00	0.00	0.00	33.03

Segment Leq : 33.03 dBA

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Segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 35.95 + 0.00) = 35.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.59	0.00	-20.30	-1.34	0.00	0.00	0.00	35.95

Segment Leq : 35.95 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.15 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.15	4.50	2.49	2.49

ROAD (0.00 + 50.79 + 0.00) = 50.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	76.13	0.00	-14.56	-0.66	0.00	0.00	-10.12	50.79

Segment Leq : 50.79 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	4.50	2.56	2.56

ROAD (0.00 + 46.48 + 0.00) = 46.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	72.07	0.00	-14.98	-0.65	0.00	0.00	-9.97	46.48

Segment Leq : 46.48 dBA

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Segment # 5: 401SB offrmp (night)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.76	4.50	0.86	0.86

ROAD (0.00 + 26.32 + 0.00) = 26.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	55.83	0.00	-16.16	-1.00	0.00	0.00	-12.35	26.32

Segment Leq : 26.32 dBA

Segment # 6: 401SB offrmp (night)

Source height = 0.83 m

ROAD (0.00 + 41.06 + 0.00) = 41.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.88	0.00	-14.48	-1.34	0.00	0.00	0.00	41.06

Segment Leq : 41.06 dBA

Total Leq All Segments: 52.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.77
(NIGHT): 52.64

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 16:07:28
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 3897/312 veh/TimePeriod

Medium truck volume : 21/2 veh/TimePeriod
 Heavy truck volume : 10/1 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 182.00 / 174.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 5.00 m
 Barrier receiver distance : 176.00 / 168.00 m
 Source elevation : 0.00 m
 Receiver elevation : 5.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

 Car traffic volume : 6716/434 veh/TimePeriod *
 Medium truck volume : 10/1 veh/TimePeriod *
 Heavy truck volume : 5/0 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7166
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.15
 Heavy Truck % of Total Volume : 0.07
 Day (16 hrs) % of Total Volume : 93.93

Data for Segment # 2: N.Service Rd (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 193.00 / 185.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 5.00 m
 Barrier receiver distance : 187.00 / 179.00 m
 Source elevation : 0.00 m

Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 18455/3853 veh/TimePeriod *
Medium truck volume : 810/169 veh/TimePeriod *
Heavy truck volume : 6131/1280 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30697
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 109.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 3.82
 Heavy Truck % of Total Volume : 25.68
 Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 137.00 / 129.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 10.00 m
 Barrier receiver distance : 127.00 / 119.00 m
 Source elevation : 0.00 m
 Receiver elevation : 10.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 5: 401NB on rmp (day/night)

Car traffic volume : 6360/1519 veh/TimePeriod *
 Medium truck volume : 52/12 veh/TimePeriod *
 Heavy truck volume : 26/6 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7975
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.81
 Heavy Truck % of Total Volume : 0.40
 Day (16 hrs) % of Total Volume : 80.72

Data for Segment # 5: 401NB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 208.00 / 200.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 10.00 m
 Barrier receiver distance : 205.00 / 197.00 m
 Source elevation : 0.00 m

Receiver elevation : 10.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.71 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.71	1.50	0.90	0.90

ROAD (0.00 + 28.58 + 0.00) = 28.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	58.98	0.00	-15.00	-0.95	0.00	0.00	-14.46	28.58

Segment Leq : 28.58 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.52 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.52	1.50	0.71	0.71

ROAD (0.00 + 29.68 + 0.00) = 29.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	60.80	0.00	-15.41	-0.96	0.00	0.00	-14.75	29.68

Segment Leq : 29.68 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	0.71	0.71

2.22 ! 1.50 ! 3.00 ! 3.00

ROAD (0.00 + 55.38 + 0.00) = 55.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	81.02	0.00	-9.30	-0.11	0.00	0.00	-16.23	55.38

Segment Leq : 55.38 dBA

Page 7

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25 !	1.50 !	2.93 !	2.93

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	76.43	0.00	-9.97	-0.11	0.00	0.00	-16.26	50.10

Segment Leq : 50.10 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.80 !	1.50 !	0.95 !	0.95

ROAD (0.00 + 30.66 + 0.00) = 30.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	61.50	0.00	-12.35	-0.23	0.00	0.00	-18.26	30.66

Segment Leq : 30.66 dBA

Total Leq All Segments: 56.53 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.75 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.75	1.50	0.95	0.95

ROAD (0.00 + 21.14 + 0.00) = 21.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	51.19	0.00	-14.72	-0.94	0.00	0.00	-14.39	21.14

Segment Leq : 21.14 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	0.69	0.69

ROAD (0.00 + 20.91 + 0.00) = 20.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	51.80	0.00	-15.17	-0.96	0.00	0.00	-14.77	20.91

Segment Leq : 20.91 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	3.07	3.07

ROAD (0.00 + 51.98 + 0.00) = 51.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	77.23	0.00	-8.94	-0.11	0.00	0.00	-16.19	51.98

Segment Leq : 51.98 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.97	2.97

ROAD (0.00 + 46.03 + 0.00) = 46.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	72.07	0.00	-9.70	-0.11	0.00	0.00	-16.24	46.03

Segment Leq : 46.03 dBA

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Results segment # 5: 401NB on rmp (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	1.50	0.95	0.95

ROAD (0.00 + 27.60 + 0.00) = 27.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	58.25	0.00	-12.16	-0.23	0.00	0.00	-18.26	27.60

Segment Leq : 27.60 dBA

Total Leq All Segments: 52.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.53
(NIGHT): 52.98

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 16:12:07
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 3897/312 veh/TimePeriod
Medium truck volume : 21/2 veh/TimePeriod

Heavy truck volume : 10/1 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 316.00 / 313.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 6716/434 veh/TimePeriod *
Medium truck volume : 10/1 veh/TimePeriod *
Heavy truck volume : 5/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.15
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.93

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 328.00 / 324.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13326/2782 veh/TimePeriod *
Medium truck volume : 585/122 veh/TimePeriod *
Heavy truck volume : 4427/924 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.00 / 261.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 254.00 / 251.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.00 / 279.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg

Barrier height : 6.00 m
Barrier receiver distance : 273.00 / 269.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 6451/1318 veh/TimePeriod *
Medium truck volume : 49/10 veh/TimePeriod *
Heavy truck volume : 24/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7857
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 83.04

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 184.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 19092/1277 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00

Heavy Truck % of Total Volume : 0.00
 Day (16 hrs) % of Total Volume : 93.73

Data for Segment # 6: 401SB offrmp (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 47.00 / 25.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S.service Rd (day)

 Source height = 0.71 m

ROAD (0.00 + 35.55 + 0.00) = 35.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.98	0.00	-21.97	-1.46	0.00	0.00	0.00	35.55

Segment Leq : 35.55 dBA

Results segment # 2: N.service Rd (day)

 Source height = 0.52 m

ROAD (0.00 + 37.10 + 0.00) = 37.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.80	0.00	-22.24	-1.46	0.00	0.00	0.00	37.10

Segment Leq : 37.10 dBA

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Results segment # 3: Hwy 401 SB (day)

 Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.42	2.42

ROAD (0.00 + 50.80 + 0.00) = 50.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	50.80	0.00	-22.24	-1.46	0.00	0.00	0.00	50.80

```
-----
-90    90    0.28  79.61    0.00 -15.92  -0.72    0.00    0.00 -12.16  50.80
-----
```

Segment Leq : 50.80 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.25 !          1.50 !          2.44 !          2.44
-----
```

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.28  76.43    0.00 -16.30  -0.72    0.00    0.00 -12.12  47.30
-----
```

Segment Leq : 47.30 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.78 m

ROAD (0.00 + 41.60 + 0.00) = 41.60 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.66  61.47    0.00 -18.42  -1.46    0.00    0.00    0.00  41.60
-----
```

Segment Leq : 41.60 dBA

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Results segment # 6: 401SB offrmp (day)

Source height = 0.50 m

ROAD (0.00 + 57.91 + 0.00) = 57.91 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.00  62.87    0.00  -4.96    0.00    0.00    0.00    0.00  57.91
-----
```

Segment Leq : 57.91 dBA

Total Leq All Segments: 59.11 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 28.83 + 0.00) = 28.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	51.19	0.00	-21.01	-1.34	0.00	0.00	0.00	28.83

Segment Leq : 28.83 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 29.10 + 0.00) = 29.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.80	0.00	-21.35	-1.35	0.00	0.00	0.00	29.10

Segment Leq : 29.10 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.53	2.53

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	75.81	0.00	-14.74	-0.51	0.00	0.00	-11.95	48.61

Segment Leq : 48.61 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source	Receiver	Barrier	Elevation of

Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
 -----+-----+-----+-----
 2.25 ! 4.50 ! 2.55 ! 2.55

ROAD (0.00 + 44.58 + 0.00) = 44.58 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
 -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
 -90 90 0.19 72.07 0.00 -15.08 -0.51 0.00 0.00 -11.92 44.58
 -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 44.58 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.78 m

ROAD (0.00 + 38.93 + 0.00) = 38.93 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
 -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
 -90 90 0.59 57.60 0.00 -17.33 -1.34 0.00 0.00 0.00 38.93
 -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 38.93 dBA

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Results segment # 6: 401SB offrmp (night)

Source height = 0.50 m

ROAD (0.00 + 51.91 + 0.00) = 51.91 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
 -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
 -90 90 0.00 54.13 0.00 -2.22 0.00 0.00 0.00 0.00 51.91
 -----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 51.91 dBA

Total Leq All Segments: 54.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.11
 (NIGHT): 54.25

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 16:26:35
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
 Description:

Road data, segment # 1: S.Service Rd (day/night)

```

-----
Car traffic volume : 11403/869   veh/TimePeriod *
Medium truck volume :    69/5    veh/TimePeriod *
Heavy truck volume  :    35/3    veh/TimePeriod *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12383
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.60
Heavy Truck % of Total Volume    : 0.30
Day (16 hrs) % of Total Volume   : 92.92

```

Data for Segment # 1: S.Service Rd (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth :          0   (No woods.)
No of house rows :          0 / 0
Surface     :          1   (Absorptive ground surface)
Receiver source distance : 349.00 / 352.00 m
Receiver height :        1.50 / 4.50 m
Topography   :          1   (Flat/gentle slope; no barrier)
Reference angle :        0.00

```

Page 2

Road data, segment # 2: N.Service Rd (day/night)

```

-----
Car traffic volume : 14392/1316   veh/TimePeriod *
Medium truck volume :   106/10    veh/TimePeriod *
Heavy truck volume  :    52/5     veh/TimePeriod *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15881
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.73
Heavy Truck % of Total Volume    : 0.36
Day (16 hrs) % of Total Volume   : 91.62

```

Data for Segment # 2: N.Service Rd (day/night)

```

-----
Angle1   Angle2       : -90.00 deg   90.00 deg
Wood depth :          0   (No woods.)
No of house rows :          0 / 0
Surface     :          1   (Absorptive ground surface)
Receiver source distance : 359.00 / 362.00 m
Receiver height :        1.50 / 4.50 m

```

Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13326/2782 veh/TimePeriod *
Medium truck volume : 585/122 veh/TimePeriod *
Heavy truck volume : 4427/924 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22166
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.14
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 297.00 / 300.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 287.00 / 290.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00

Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 318.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 305.00 / 308.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 5

Road data, segment # 5: Todd Lane (day/night)

Car traffic volume : 19092/1277 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 20369
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.73

Data for Segment # 5: Todd Lane (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 39.62 + 0.00) = 39.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.76	0.00	-22.69	-1.46	0.00	0.00	0.00	39.62

Segment Leq : 39.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 40.58 + 0.00) = 40.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.93	0.00	-22.89	-1.46	0.00	0.00	0.00	40.58

Segment Leq : 40.58 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.39	2.39

ROAD (0.00 + 50.12 + 0.00) = 50.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.61	0.00	-16.58	-0.72	0.00	0.00	-12.18	50.12

Segment Leq : 50.12 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.42	2.42

ROAD (0.00 + 46.68 + 0.00) = 46.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	76.43	0.00	-16.89	-0.72	0.00	0.00	-12.14	46.68

Segment Leq : 46.68 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 54.71 + 0.00) = 54.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.87	0.00	-6.70	-1.46	0.00	0.00	0.00	54.71

Segment Leq : 54.71 dBA

Total Leq All Segments: 56.68 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 32.49 + 0.00) = 32.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.65	0.00	-21.82	-1.34	0.00	0.00	0.00	32.49

Segment Leq : 32.49 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 34.25 + 0.00) = 34.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.59	0.00	-22.00	-1.34	0.00	0.00	0.00	34.25

Segment Leq : 34.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.22 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.22 !          4.50 !          2.49 !          2.49

```

ROAD (0.00 + 47.84 + 0.00) = 47.84 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90    0.19  75.81    0.00 -15.46  -0.51   0.00   0.00 -12.00  47.84
-----

```

Segment Leq : 47.84 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.25 !          4.50 !          2.51 !          2.51

```

ROAD (0.00 + 43.85 + 0.00) = 43.85 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90    0.19  72.07    0.00 -15.75  -0.51   0.00   0.00 -11.97  43.85
-----

```

Segment Leq : 43.85 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 48.69 + 0.00) = 48.69 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90    0.60  54.13    0.00  -4.08  -1.35   0.00   0.00   0.00  48.69
-----

```

Segment Leq : 48.69 dBA

Total Leq All Segments: 52.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.68
(NIGHT): 52.13

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 16:29:49
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11403/869 veh/TimePeriod *
Medium truck volume : 69/5 veh/TimePeriod *
Heavy truck volume : 35/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12383
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 92.92

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 270.00 / 273.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 14392/1316 veh/TimePeriod *
Medium truck volume : 106/10 veh/TimePeriod *
Heavy truck volume : 52/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15881
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00

Medium Truck % of Total Volume : 0.73
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 283.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9088/1916 veh/TimePeriod *
Medium truck volume : 536/113 veh/TimePeriod *
Heavy truck volume : 4259/898 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16809
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 30.68
Day (16 hrs) % of Total Volume : 82.59

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 206.00 / 209.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 5873/1077 veh/TimePeriod *
Medium truck volume : 318/58 veh/TimePeriod *
Heavy truck volume : 2139/392 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9858
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.82
Heavy Truck % of Total Volume : 25.68
Day (16 hrs) % of Total Volume : 84.50

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 235.00 / 238.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 225.00 / 228.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 4358/890 veh/TimePeriod *
Medium truck volume : 33/7 veh/TimePeriod *
Heavy truck volume : 16/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5307
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.75
Heavy Truck % of Total Volume : 0.37
Day (16 hrs) % of Total Volume : 83.04

Data for Segment # 5: 401SB offrmp (day/night)

```

Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows    :           0 / 0
Surface              :           1       (Absorptive ground surface)
Receiver source distance : 206.00 / 209.00 m
Receiver height      :           1.50 / 4.50 m
Topography           :           2       (Flat/gentle slope; with barrier)
Barrier angle1       : -90.00 deg   Angle2 : 90.00 deg
Barrier height       :           3.00 m
Barrier receiver distance : 203.00 / 206.00 m
Source elevation     :           0.00 m
Receiver elevation   :           3.00 m
Barrier elevation    :           0.00 m
Reference angle      :           0.00

```

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Road data, segment # 6: 401SB offrmp (day/night)

```

-----
Car traffic volume   : 13048/1058 veh/TimePeriod *
Medium truck volume  :   118/10   veh/TimePeriod *
Heavy truck volume   :    60/5    veh/TimePeriod *
Posted speed limit   :    60 km/h
Road gradient        :     0 %
Road pavement        :     1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14297
Percentage of Annual Growth          : 0.00
Number of Years of Growth            : 0.00
Medium Truck % of Total Volume       : 0.89
Heavy Truck % of Total Volume        : 0.45
Day (16 hrs) % of Total Volume      : 92.50

```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth           :           0       (No woods.)
No of house rows    :           0 / 0
Surface              :           1       (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height      :           1.50 / 4.50 m
Topography           :           1       (Flat/gentle slope; no barrier)
Reference angle      :           0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 41.47 + 0.00) = 41.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.76	0.00	-20.84	-1.46	0.00	0.00	0.00	41.47

Segment Leq : 41.47 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 42.37 + 0.00) = 42.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.93	0.00	-21.10	-1.46	0.00	0.00	0.00	42.37

Segment Leq : 42.37 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35	1.50	2.55	2.55

ROAD (0.00 + 52.98 + 0.00) = 52.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	79.29	0.00	-15.46	-0.84	0.00	0.00	-10.01	52.98

Segment Leq : 52.98 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25	1.50	2.43	2.43

ROAD (0.00 + 49.36 + 0.00) = 49.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	76.43	0.00	-15.98	-0.85	0.00	0.00	-10.25	49.36

Segment Leq : 49.36 dBA

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Results segment # 5: 401SB offrmp (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.78	1.50	0.83	0.83

ROAD (0.00 + 29.04 + 0.00) = 29.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	59.76	0.00	-17.09	-1.18	0.00	0.00	-12.45	29.04

Segment Leq : 29.04 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 48.41 + 0.00) = 48.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.74	0.00	-14.87	-1.46	0.00	0.00	0.00	48.41

Segment Leq : 48.41 dBA

Total Leq All Segments: 55.87 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 34.24 + 0.00) = 34.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.65	0.00	-20.06	-1.34	0.00	0.00	0.00	34.24

Segment Leq : 34.24 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 35.95 + 0.00) = 35.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.59	0.00	-20.30	-1.34	0.00	0.00	0.00	35.95

Segment Leq : 35.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.35 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.35 !	4.50 !	2.68 !	2.68

ROAD (0.00 + 50.71 + 0.00) = 50.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	75.54	0.00	-14.49	-0.64	0.00	0.00	-9.70	50.71

Segment Leq : 50.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.25 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.25 !	4.50 !	2.56 !	2.56

ROAD (0.00 + 46.48 + 0.00) = 46.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	72.07	0.00	-14.98	-0.65	0.00	0.00	-9.97	46.48

Segment Leq : 46.48 dBA

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Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

Barrier height for grazing incidence

```
-----  
Source      ! Receiver      ! Barrier      ! Elevation of  
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)  
-----+-----+-----+-----  
          0.76 !          4.50 !          0.86 !          0.86
```

ROAD (0.00 + 26.32 + 0.00) = 26.32 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----  
   -90    90   0.41  55.83   0.00 -16.16  -1.00   0.00   0.00 -12.35  26.32  
-----
```

Segment Leq : 26.32 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.83 m

ROAD (0.00 + 41.06 + 0.00) = 41.06 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----  
   -90    90   0.59  56.88   0.00 -14.48  -1.34   0.00   0.00   0.00  41.06  
-----
```

Segment Leq : 41.06 dBA

Total Leq All Segments: 52.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.87
(NIGHT): 52.60

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 19:25:39
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

```
-----  
Car traffic volume : 8945/689    veh/TimePeriod *  
Medium truck volume : 35/3        veh/TimePeriod *  
Heavy truck volume : 18/1        veh/TimePeriod *  
Posted speed limit : 60 km/h  
Road gradient       : 0 %  
Road pavement       : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9691
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 92.85

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10409/649 veh/TimePeriod *
Medium truck volume : 30/2 veh/TimePeriod *
Heavy truck volume : 16/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11107
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.29
Heavy Truck % of Total Volume : 0.15
Day (16 hrs) % of Total Volume : 94.13

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 3

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11099/2299 veh/TimePeriod *

Medium truck volume : 563/117 veh/TimePeriod *
Heavy truck volume : 4285/888 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19250
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.53
Heavy Truck % of Total Volume : 26.87
Day (16 hrs) % of Total Volume : 82.84

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 133.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8958/1901 veh/TimePeriod *
Medium truck volume : 429/91 veh/TimePeriod *
Heavy truck volume : 2981/633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)

```

No of house rows      :      0 / 0
Surface               :      1      (Absorptive ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height       :      1.50 / 4.50 m
Topography            :      2      (Flat/gentle slope; with barrier)
Barrier angle1        : -90.00 deg   Angle2 : 90.00 deg
Barrier height        :      8.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation      :      0.00 m
Receiver elevation    :      8.00 m
Barrier elevation     :      0.00 m
Reference angle       :      0.00

```

Page 5

Road data, segment # 5: 401NB offram (day/night)

```

-----
Car traffic volume   : 3820/716   veh/TimePeriod *
Medium truck volume  : 10/2      veh/TimePeriod *
Heavy truck volume   : 5/1      veh/TimePeriod *
Posted speed limit   : 60 km/h
Road gradient        : 0 %
Road pavement       : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4553
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 0.26
Heavy Truck % of Total Volume       : 0.13
Day (16 hrs) % of Total Volume      : 84.22

```

Data for Segment # 5: 401NB offram (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface             :      1      (Absorptive ground surface)
Receiver source distance : 185.00 / 188.00 m
Receiver height     :      1.50 / 4.50 m
Topography          :      2      (Flat/gentle slope; with barrier)
Barrier angle1      : -90.00 deg   Angle2 : 90.00 deg
Barrier height      :      4.00 m
Barrier receiver distance : 182.00 / 185.00 m
Source elevation    :      0.00 m
Receiver elevation  :      4.00 m
Barrier elevation   :      0.00 m
Reference angle     :      0.00

```

Page 6

Road data, segment # 6: 401SB onramp (day/night)

```

-----
Car traffic volume   : 1731/404   veh/TimePeriod *

```

Medium truck volume : 6/1 veh/TimePeriod *
 Heavy truck volume : 3/1 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2145
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.33
 Heavy Truck % of Total Volume : 0.16
 Day (16 hrs) % of Total Volume : 81.08

Data for Segment # 6: 401SB onramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 100.00 / 103.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 4.00 m
 Barrier receiver distance : 97.00 / 100.00 m
 Source elevation : 0.00 m
 Receiver elevation : 4.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Segment # 1: S.Service Rd (day)

Source height = 0.67 m

ROAD (0.00 + 48.20 + 0.00) = 48.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.41	0.00	-12.76	-1.46	0.00	0.00	0.00	48.20

Segment Leq : 48.20 dBA

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Segment # 2: N.Service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 43.56 + 0.00) = 43.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.93	0.00	-17.91	-1.46	0.00	0.00	0.00	43.56

Segment Leq : 43.56 dBA

Segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.83	2.83

ROAD (0.00 + 53.55 + 0.00) = 53.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.40	0.00	-10.85	-0.43	0.00	0.00	-14.57	53.55

Segment Leq : 53.55 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.71	2.71

ROAD (0.00 + 51.26 + 0.00) = 51.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	77.91	0.00	-11.52	-0.43	0.00	0.00	-14.70	51.26

Segment Leq : 51.26 dBA

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Segment # 5: 401NB offram (day)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
----------------------	------------------------	-----------------------	---------------------------------

0.60 ! 1.50 ! 0.68 ! 0.68

ROAD (0.00 + 26.73 + 0.00) = 26.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	58.52	0.00	-15.79	-1.07	0.00	0.00	-14.93	26.73

Segment Leq : 26.73 dBA

Segment # 6: 401SB onramp (day)

Source height = 0.64 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.64 !	1.50 !	0.79 !	0.79

ROAD (0.00 + 27.49 + 0.00) = 27.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	55.21	0.00	-11.91	-1.07	0.00	0.00	-14.73	27.49

Segment Leq : 27.49 dBA

Total Leq All Segments: 56.53 dBA

Segment # 1: S.Service Rd (night)

Source height = 0.62 m

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.21	0.00	-12.50	-1.35	0.00	0.00	0.00	40.36

Segment Leq : 40.36 dBA

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Segment # 2: N.Service Rd (night)

Source height = 0.63 m

ROAD (0.00 + 35.21 + 0.00) = 35.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.90	0.00	-17.34	-1.35	0.00	0.00	0.00	35.21

Segment Leq : 35.21 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.28	!	4.50	!	3.05	!	3.05

ROAD (0.00 + 51.03 + 0.00) = 51.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.57	0.00	-10.11	-0.19	0.00	0.00	-14.24	51.03

Segment Leq : 51.03 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.22	!	4.50	!	2.90	!	2.90

ROAD (0.00 + 48.86 + 0.00) = 48.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	74.19	0.00	-10.72	-0.20	0.00	0.00	-14.42	48.86

Segment Leq : 48.86 dBA

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Segment # 5: 401NB offram (night)

Source height = 0.61 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)
----------------------	--------------------------	-------------------------	-----------------------------------

0.61 ! 4.50 ! 0.74 ! 0.74

ROAD (0.00 + 23.71 + 0.00) = 23.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	54.28	0.00	-14.90	-0.89	0.00	0.00	-14.79	23.71

Segment Leq : 23.71 dBA

Segment # 6: 401SB onramp (night)

Source height = 0.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.70 !	4.50 !	0.93 !	0.93

ROAD (0.00 + 25.39 + 0.00) = 25.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	51.98	0.00	-11.33	-0.88	0.00	0.00	-14.39	25.39

Segment Leq : 25.39 dBA

Total Leq All Segments: 53.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.53
(NIGHT): 53.39

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 16:55:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume	:	7270/521	veh/TimePeriod	*
Medium truck volume	:	67/5	veh/TimePeriod	*
Heavy truck volume	:	140/10	veh/TimePeriod	*
Posted speed limit	:	60 km/h		
Road gradient	:	0 %		
Road pavement	:	1	(Typical asphalt or concrete)	

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8012
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.89
 Heavy Truck % of Total Volume : 1.87
 Day (16 hrs) % of Total Volume : 93.31

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 166.00 / 161.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8270/881 veh/TimePeriod *
 Medium truck volume : 47/5 veh/TimePeriod *
 Heavy truck volume : 23/2 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9229
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.56
 Heavy Truck % of Total Volume : 0.28
 Day (16 hrs) % of Total Volume : 90.37

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 177.00 / 172.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12189/2707 veh/TimePeriod *
 Medium truck volume : 723/160 veh/TimePeriod *

Heavy truck volume : 5806/1289 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22874
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.00 / 208.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 198.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8958/1901 veh/TimePeriod *
Medium truck volume : 429/91 veh/TimePeriod *
Heavy truck volume : 2981/633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0

```

Surface                :      1      (Absorptive ground surface)
Receiver source distance : 233.00 / 228.00 m
Receiver height        :      1.50 / 4.50 m
Topography             :      2      (Flat/gentle slope; with barrier)
Barrier angle1         : -90.00 deg   Angle2 : 90.00 deg
Barrier height         :      7.00 m
Barrier receiver distance : 223.00 / 218.00 m
Source elevation       :      0.00 m
Receiver elevation     :      7.00 m
Barrier elevation      :      0.00 m
Reference angle        :      0.00

```

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Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume   : 12006/900   veh/TimePeriod *
Medium truck volume  :      0/0     veh/TimePeriod *
Heavy truck volume   :      0/0     veh/TimePeriod *
Posted speed limit   :      50 km/h
Road gradient        :      0 %
Road pavement        :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12906
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 0.00
Heavy Truck % of Total Volume       : 0.00
Day (16 hrs) % of Total Volume      : 93.03

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface            :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 28.00 m
Receiver height     :      1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle     :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.17 m

ROAD (0.00 + 45.27 + 0.00) = 45.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.06	0.00	-17.33	-1.46	0.00	0.00	0.00	45.27

Segment Leq : 45.27 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.72 m

ROAD (0.00 + 43.05 + 0.00) = 43.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.30	0.00	-17.79	-1.46	0.00	0.00	0.00	43.05

Segment Leq : 43.05 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.65	2.65

ROAD (0.00 + 52.68 + 0.00) = 52.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.63	0.00	-13.99	-0.57	0.00	0.00	-13.39	52.68

Segment Leq : 52.68 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.49	2.49

ROAD (0.00 + 49.20 + 0.00) = 49.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.91	0.00	-14.52	-0.58	0.00	0.00	-13.61	49.20

Segment Leq : 49.20 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 53.71 + 0.00) = 53.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.85	0.00	-5.68	-1.46	0.00	0.00	0.00	53.71

Segment Leq : 53.71 dBA

Total Leq All Segments: 57.46 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 1.17 m

ROAD (0.00 + 38.02 + 0.00) = 38.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	55.62	0.00	-16.28	-1.32	0.00	0.00	0.00	38.02

Segment Leq : 38.02 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 37.26 + 0.00) = 37.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.49	0.00	-16.89	-1.34	0.00	0.00	0.00	37.26

Segment Leq : 37.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.80	2.80

ROAD (0.00 + 50.78 + 0.00) = 50.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

```
-----
-90    90    0.12  77.11   0.00 -12.84  -0.35   0.00   0.00 -13.14  50.78
-----
```

Segment Leq : 50.78 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.22 !          4.50 !          2.62 !          2.62
-----
```

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.13  74.19   0.00 -13.34  -0.36   0.00   0.00 -13.39  47.10
-----
```

Segment Leq : 47.10 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 46.92 + 0.00) = 46.92 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.60  52.61   0.00 -4.34  -1.35   0.00   0.00   0.00  46.92
-----
```

Segment Leq : 46.92 dBA

Total Leq All Segments: 53.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.46
(NIGHT): 53.65

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 19:36:55
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2347/225 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 79/8 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 124.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8011/581 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8722
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12189/2707 veh/TimePeriod *
Medium truck volume : 723/160 veh/TimePeriod *

Heavy truck volume : 5806/1289 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22874
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 182.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8958/1901 veh/TimePeriod *
Medium truck volume : 429/91 veh/TimePeriod *
Heavy truck volume : 2981/633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14993
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0


```

Surface                :      1      (Absorptive ground surface)
Receiver source distance : 219.00 / 198.00 m
Receiver height        :      1.50 / 4.50 m
Topography             :      2      (Flat/gentle slope; with barrier)
Barrier angle1         : -90.00 deg   Angle2 : 90.00 deg
Barrier height         :      7.00 m
Barrier receiver distance : 209.00 / 188.00 m
Source elevation       :      0.00 m
Receiver elevation     :      7.00 m
Barrier elevation      :      0.00 m
Reference angle        :      0.00

```

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Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume   : 12006/900   veh/TimePeriod *
Medium truck volume  :      0/0     veh/TimePeriod *
Heavy truck volume   :      0/0     veh/TimePeriod *
Posted speed limit   :      50 km/h
Road gradient        :      0 %
Road pavement        :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12906
Percentage of Annual Growth         : 0.00
Number of Years of Growth           : 0.00
Medium Truck % of Total Volume      : 0.00
Heavy Truck % of Total Volume        : 0.00
Day (16 hrs) % of Total Volume      : 93.03

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth          :      0      (No woods.)
No of house rows    :      0 / 0
Surface             :      2      (Reflective ground surface)
Receiver source distance : 131.00 / 128.00 m
Receiver height     :      1.50 / 4.50 m
Topography          :      1      (Flat/gentle slope; no barrier)
Reference angle     :      0.00

```

Segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 42.72 + 0.00) = 42.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-16.36	-1.46	0.00	0.00	0.00	42.72

Segment Leq : 42.72 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 44.41 + 0.00) = 44.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.75	0.00	-16.88	-1.46	0.00	0.00	0.00	44.41

Segment Leq : 44.41 dBA

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Segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.68	2.68

ROAD (0.00 + 53.26 + 0.00) = 53.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.63	0.00	-13.44	-0.57	0.00	0.00	-13.35	53.26

Segment Leq : 53.26 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.50	2.50

ROAD (0.00 + 49.55 + 0.00) = 49.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	77.91	0.00	-14.19	-0.58	0.00	0.00	-13.59	49.55

Segment Leq : 49.55 dBA

Segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 51.44 + 0.00) = 51.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.85	0.00	-9.41	0.00	0.00	0.00	0.00	51.44

Segment Leq : 51.44 dBA

Total Leq All Segments: 56.88 dBA

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Segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 37.72 + 0.00) = 37.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	53.47	0.00	-14.44	-1.31	0.00	0.00	0.00	37.72

Segment Leq : 37.72 dBA

Segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 37.87 + 0.00) = 37.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.38	0.00	-15.17	-1.34	0.00	0.00	0.00	37.87

Segment Leq : 37.87 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	2.89	2.89

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

```
-----
-90    90    0.12  77.11    0.00 -11.88  -0.35    0.00    0.00 -13.02  51.85
-----
```

Segment Leq : 51.85 dBA

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Segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.22 !          4.50 !          2.68 !          2.68
-----
```

ROAD (0.00 + 47.87 + 0.00) = 47.87 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.13  74.19    0.00 -12.65  -0.36    0.00    0.00 -13.32  47.87
-----
```

Segment Leq : 47.87 dBA

Segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 43.30 + 0.00) = 43.30 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.00  52.61    0.00  -9.31    0.00    0.00    0.00    0.00  43.30
-----
```

Segment Leq : 43.30 dBA

Total Leq All Segments: 53.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.88
(NIGHT): 53.94

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 17:11:20
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2347/225 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 79/8 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 35.00 / 38.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8011/581 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 41/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8722
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.99
Heavy Truck % of Total Volume : 0.50
Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)

Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 45.00 / 48.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 12189/2707 veh/TimePeriod *
Medium truck volume : 723/160 veh/TimePeriod *
Heavy truck volume : 5806/1289 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22874
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.86
Heavy Truck % of Total Volume : 31.02
Day (16 hrs) % of Total Volume : 81.83

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8958/1901 veh/TimePeriod *
Medium truck volume : 429/91 veh/TimePeriod *
Heavy truck volume : 2981/633 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14993
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 3.47
 Heavy Truck % of Total Volume : 24.10
 Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 109.00 / 112.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 6.00 m
 Barrier receiver distance : 99.00 / 102.00 m
 Source elevation : 0.00 m
 Receiver elevation : 6.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 1.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.34	1.50	2.24	2.24

ROAD (0.00 + 39.93 + 0.00) = 39.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.30	60.53	0.00	-5.70	-0.78	0.00	0.00	-14.12	39.93

 Segment Leq : 39.93 dBA

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Results segment # 2: N.Service Rd (day)

 Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	1.50	1.63	1.63

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.75	0.00	-7.01	-0.81	0.00	0.00	-15.00	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	1.50	2.94	2.94

ROAD (0.00 + 58.64 + 0.00) = 58.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	80.63	0.00	-9.85	-0.71	0.00	0.00	-11.43	58.64

Segment Leq : 58.64 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.70	2.70

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	77.91	0.00	-11.01	-0.72	0.00	0.00	-11.81	54.36

Segment Leq : 54.36 dBA

Total Leq All Segments: 60.10 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.36	4.50	2.60	2.60

ROAD (0.00 + 33.94 + 0.00) = 33.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	53.47	0.00	-5.68	-0.57	0.00	0.00	-13.28	33.94

Segment Leq : 33.94 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.84	4.50	1.92	1.92

ROAD (0.00 + 32.54 + 0.00) = 32.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	54.38	0.00	-6.84	-0.61	0.00	0.00	-14.39	32.54

Segment Leq : 32.54 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.36 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.36	4.50	3.24	3.24

ROAD (0.00 + 56.51 + 0.00) = 56.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.11	0.00	-9.33	-0.50	0.00	0.00	-10.77	56.51

Segment Leq : 56.51 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.96	2.96

ROAD (0.00 + 52.01 + 0.00) = 52.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.19	0.00	-10.38	-0.51	0.00	0.00	-11.30	52.01

Segment Leq : 52.01 dBA

Total Leq All Segments: 57.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.10
(NIGHT): 57.86

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 17:14:26
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume	: 2347/225	veh/TimePeriod
Medium truck volume	: 34/3	veh/TimePeriod
Heavy truck volume	: 79/8	veh/TimePeriod
Posted speed limit	: 60	km/h
Road gradient	: 0	%
Road pavement	: 1	(Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 212.00 / 217.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

 Car traffic volume : 8011/581 veh/TimePeriod *
 Medium truck volume : 81/6 veh/TimePeriod *
 Heavy truck volume : 41/3 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8722
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.99
 Heavy Truck % of Total Volume : 0.50
 Day (16 hrs) % of Total Volume : 93.24

Data for Segment # 2: N.Service Rd (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 228.00 / 233.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Page 2

Road data, segment # 3: Hwy 401 SB (day/night)

 Car traffic volume : 14682/3065 veh/TimePeriod *
 Medium truck volume : 912/190 veh/TimePeriod *
 Heavy truck volume : 7440/1553 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27843
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 3.96
 Heavy Truck % of Total Volume : 32.30

Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.00 / 95.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 80.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 3

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8493/1803 veh/TimePeriod *
Medium truck volume : 407/86 veh/TimePeriod *
Heavy truck volume : 2826/600 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14215
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 119.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 109.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 13572/1042 veh/TimePeriod *
Medium truck volume : 207/16 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14949
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87
  
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.34 m

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.53	0.00	-19.09	-1.46	0.00	0.00	0.00	39.98

Segment Leq : 39.98 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.67 + 0.00) = 41.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.75	0.00	-19.62	-1.46	0.00	0.00	0.00	41.67

Segment Leq : 41.67 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38	1.50	3.29	3.29

ROAD (0.00 + 57.60 + 0.00) = 57.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	81.69	0.00	-8.51	-0.26	0.00	0.00	-15.31	57.60

Segment Leq : 57.60 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	1.50	2.94	2.94

ROAD (0.00 + 52.22 + 0.00) = 52.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	77.68	0.00	-9.68	-0.28	0.00	0.00	-15.50	52.22

Segment Leq : 52.22 dBA

Results segment # 5: Howard (day)

Source height = 0.93 m

ROAD (0.00 + 55.19 + 0.00) = 55.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.60	0.00	-8.96	-1.46	0.00	0.00	0.00	55.19

Segment Leq : 55.19 dBA

Total Leq All Segments: 60.40 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 1.36 m

ROAD (0.00 + 32.75 + 0.00) = 32.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.47	0.00	-19.26	-1.46	0.00	0.00	0.00	32.75

Segment Leq : 32.75 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 33.15 + 0.00) = 33.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.38	0.00	-19.77	-1.46	0.00	0.00	0.00	33.15

Segment Leq : 33.15 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.38 !	1.50 !	3.24 !	3.24

ROAD (0.00 + 53.51 + 0.00) = 53.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	77.89	0.00	-8.77	-0.26	0.00	0.00	-15.35	53.51

Segment Leq : 53.51 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

```
-----  
Source      ! Receiver      ! Barrier      ! Elevation of  
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)  
-----+-----+-----+-----  
          2.22 !          1.50 !          2.91 !          2.91
```

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----  
   -90    90    0.10  73.95   0.00  -9.88  -0.28   0.00   0.00 -15.52  48.27  
-----
```

Segment Leq : 48.27 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 46.39 + 0.00) = 46.39 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq  
-----  
   -90    90    0.66  57.47   0.00  -9.62  -1.46   0.00   0.00   0.00  46.39  
-----
```

Segment Leq : 46.39 dBA

Total Leq All Segments: 55.30 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.40
(NIGHT): 55.30

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 20:11:31
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_kl_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

```
-----  
Car traffic volume : 11989/918    veh/TimePeriod *  
Medium truck volume :    183/14    veh/TimePeriod *  
Heavy truck volume :     92/7     veh/TimePeriod *  
Posted speed limit :     60 km/h  
Road gradient       :     0 %  
Road pavement       :     1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13202
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.50 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 2

Road data, segment # 2: Howard Ave. (day/night)

Car traffic volume : 13572/1042 veh/TimePeriod *
Medium truck volume : 207/16 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14949
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 2: Howard Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.00 / 60.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Segment # 1: Laurier Ext. (day)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.93	!	1.50	!	1.43	!	1.43

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.00 65.07 0.00 -11.58 0.00 0.00 0.00 -5.76 47.72

Segment Leq : 47.72 dBA

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Segment # 2: Howard Ave. (day)

Source height = 0.93 m

ROAD (0.00 + 59.81 + 0.00) = 59.81 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.00 65.60 0.00 -5.80 0.00 0.00 0.00 0.00 59.81

Segment Leq : 59.81 dBA

Total Leq All Segments: 60.07 dBA

Segment # 1: Laurier Ext. (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.93	!	4.50	!	4.03	!	4.03

ROAD (0.00 + 45.27 + 0.00) = 45.27 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.00 56.91 0.00 -11.64 0.00 0.00 0.00 -3.02 42.24*
-90 90 0.00 56.91 0.00 -11.64 0.00 0.00 0.00 0.00 45.27

* Bright Zone !

Segment Leq : 45.27 dBA

Segment # 2: Howard Ave. (night)

Source height = 0.93 m

ROAD (0.00 + 51.45 + 0.00) = 51.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.47	0.00	-6.02	0.00	0.00	0.00	0.00	51.45

Segment Leq : 51.45 dBA

Total Leq All Segments: 52.39 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 60.07
(NIGHT): 52.39

STAMSON 5.0 SUMMARY REPORT Date: 15-03-2008 20:21:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_kl_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume : 11989/918 veh/TimePeriod *
Medium truck volume : 183/14 veh/TimePeriod *
Heavy truck volume : 92/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13202
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)

No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 101.00 / 104.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 2: Howard Ave. (day/night)

 Car traffic volume : 13572/1042 veh/TimePeriod *
 Medium truck volume : 207/16 veh/TimePeriod *
 Heavy truck volume : 104/8 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14949
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.49
 Heavy Truck % of Total Volume : 0.75
 Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 2: Howard Ave. (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 36.00 / 39.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Laurier Ext.	! 0.93 !	56.79	! 56.79
2.Howard Ave.	! 0.93 !	61.80	! 61.80
	Total		62.99 dBA

Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)

1.Laurier Ext.	!	0.93 !	48.50 !	48.50
2.Howard Ave.	!	0.93 !	53.32 !	53.32
Total				54.56 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 62.99
(NIGHT): 54.56

STAMSON 5.0 COMPREHENSIVE REPORT Date: 15-03-2008 19:53:05
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

```
-----
Car traffic volume   : 10260/901   veh/TimePeriod   *
Medium truck volume :   137/12    veh/TimePeriod   *
Heavy truck volume  :    69/6     veh/TimePeriod   *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement      :     1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 11385
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 1.31
Heavy Truck % of Total Volume    : 0.66
Day (16 hrs) % of Total Volume   : 91.93
```

Data for Segment # 1: S.Service Rd (day/night)

```
-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 2 (Reflective ground surface)
Receiver source distance : 276.00 / 272.00 m
Receiver height : 1.50 / 4.50 m
Topography     : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Page 2

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10640/725 veh/TimePeriod *
Medium truck volume : 151/10 veh/TimePeriod *
Heavy truck volume : 75/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11607
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 288.00 / 284.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 9848/1756 veh/TimePeriod *
Medium truck volume : 593/106 veh/TimePeriod *
Heavy truck volume : 4839/863 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18004
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.88
Heavy Truck % of Total Volume : 31.67
Day (16 hrs) % of Total Volume : 84.87

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.00 / 126.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)

Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 4

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 8493/1803 veh/TimePeriod *
Medium truck volume : 407/86 veh/TimePeriod *
Heavy truck volume : 2826/600 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14215
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.47
Heavy Truck % of Total Volume : 24.10
Day (16 hrs) % of Total Volume : 82.49

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 150.00 / 146.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 136.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 5

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 6856/1636 veh/TimePeriod *
Medium truck volume : 90/22 veh/TimePeriod *
Heavy truck volume : 45/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.65
Day (16 hrs) % of Total Volume : 80.73

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 118.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 118.00 / 115.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Page 6

Road data, segment # 6: Howard Ave (day/night)

Car traffic volume : 13572/1042 veh/TimePeriod *
Medium truck volume : 207/16 veh/TimePeriod *
Heavy truck volume : 104/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14949
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 0.75
Day (16 hrs) % of Total Volume : 92.87

Data for Segment # 6: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Reference angle : 0.00

Segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 51.54 + 0.00) = 51.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.19	0.00	-12.65	0.00	0.00	0.00	0.00	51.54

Segment Leq : 51.54 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 51.59 + 0.00) = 51.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.42	0.00	-12.83	0.00	0.00	0.00	0.00	51.59

Segment Leq : 51.59 dBA

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Segment # 3: Hwy 401 SB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.92	2.92

ROAD (0.00 + 55.99 + 0.00) = 55.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.83	0.00	-9.38	0.00	0.00	0.00	-14.46	55.99

Segment Leq : 55.99 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.22 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.22 !          1.50 !          2.70 !          2.70

```

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

```

Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90    0.00  77.68    0.00 -10.00   0.00   0.00   0.00 -14.71  52.97
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

```

Segment Leq : 52.97 dBA

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Segment # 5: 401NB offram (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.90 !          1.50 !          1.03 !          1.03

```

ROAD (0.00 + 37.57 + 0.00) = 37.57 dBA

```

Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90    0.00  62.41    0.00  -9.07   0.00   0.00   0.00 -15.77  37.57
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

```

Segment Leq : 37.57 dBA

Segment # 6: Howard Ave (day)

Source height = 0.93 m

ROAD (0.00 + 61.34 + 0.00) = 61.34 dBA

```

Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90    0.00  65.60    0.00  -4.26   0.00   0.00   0.00   0.00  61.34
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

```

Segment Leq : 61.34 dBA

Total Leq All Segments: 63.52 dBA

Segment # 1: S.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.04 + 0.00) = 44.04 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.00 56.62 0.00 -12.58 0.00 0.00 0.00 0.00 44.04

Segment Leq : 44.04 dBA

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Segment # 2: N.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 42.96 + 0.00) = 42.96 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.00 55.73 0.00 -12.77 0.00 0.00 0.00 0.00 42.96

Segment Leq : 42.96 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	3.18	3.18

ROAD (0.00 + 52.03 + 0.00) = 52.03 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.00 75.35 0.00 -9.24 0.00 0.00 0.00 -14.08 52.03

Segment Leq : 52.03 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.22 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.22	4.50	2.92	2.92

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.95	0.00	-9.88	0.00	0.00	0.00	-14.39	49.68

Segment Leq : 49.68 dBA

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Segment # 5: 401NB offram (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.12	1.12

ROAD (0.00 + 34.67 + 0.00) = 34.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.23	0.00	-8.96	0.00	0.00	0.00	-15.60	34.67

Segment Leq : 34.67 dBA

Segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 55.25 + 0.00) = 55.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.47	0.00	-2.22	0.00	0.00	0.00	0.00	55.25

Segment Leq : 55.25 dBA

Total Leq All Segments: 58.03 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.52
(NIGHT): 58.03

STAMSON 5.0 NORMAL REPORT Date: 10-10-2007 17:19:06
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 12047/2471 veh/TimePeriod *
Medium truck volume : 565/116 veh/TimePeriod *
Heavy truck volume : 3946/809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 23.83
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Page 2

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 11353/2370 veh/TimePeriod *
Medium truck volume : 705/147 veh/TimePeriod *
Heavy truck volume : 5753/1201 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.96
Heavy Truck % of Total Volume : 32.30
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0

Surface : 1 (Absorptive ground surface)
 Receiver source distance : 98.00 / 101.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Hwy 401 NB (day)

 Source height = 2.21 m

ROAD (0.00 + 62.79 + 0.00) = 62.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.13	0.00	-14.92	-1.42	0.00	0.00	0.00	62.79

 Segment Leq : 62.79 dBA

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Results segment # 2: Hwy 401 SB (day)

 Source height = 2.38 m

ROAD (0.00 + 65.84 + 0.00) = 65.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	80.57	0.00	-13.32	-1.41	0.00	0.00	0.00	65.84

 Segment Leq : 65.84 dBA

Total Leq All Segments: 67.59 dBA

Results segment # 1: Hwy 401 NB (night)

 Source height = 2.21 m

ROAD (0.00 + 59.73 + 0.00) = 59.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	75.26	0.00	-14.26	-1.26	0.00	0.00	0.00	59.73

 Segment Leq : 59.73 dBA

Results segment # 2: Hwy 401 SB (night)

 Source height = 2.38 m

ROAD (0.00 + 62.74 + 0.00) = 62.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.13	0.00	-14.92	-1.42	0.00	0.00	0.00	62.79

-90 90 0.54 76.78 0.00 -12.78 -1.25 0.00 0.00 0.00 62.74

Segment Leq : 62.74 dBA

Total Leq All Segments: 64.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.59
(NIGHT): 64.50

STAMSON 5.0 NORMAL REPORT Date: 11-10-2007 17:51:38
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: s_lm_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10260/901 veh/TimePeriod *
Medium truck volume : 137/12 veh/TimePeriod *
Heavy truck volume : 69/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11385
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.31
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.93

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 10640/725 veh/TimePeriod *

Medium truck volume : 151/10 veh/TimePeriod *
Heavy truck volume : 75/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11607
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.39
Heavy Truck % of Total Volume : 0.69
Day (16 hrs) % of Total Volume : 93.62

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 12047/2471 veh/TimePeriod *
Medium truck volume : 565/116 veh/TimePeriod *
Heavy truck volume : 3946/809 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.41
Heavy Truck % of Total Volume : 23.83
Day (16 hrs) % of Total Volume : 82.98

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 11353/2370 veh/TimePeriod *
Medium truck volume : 705/147 veh/TimePeriod *
Heavy truck volume : 5753/1201 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21530
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.96
Heavy Truck % of Total Volume : 32.30
Day (16 hrs) % of Total Volume : 82.73

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 485.00 / 488.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Talbot Rd (day/night)

Car traffic volume : 21758/1693 veh/TimePeriod *
Medium truck volume : 300/23 veh/TimePeriod *
Heavy truck volume : 149/12 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23935
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.35
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 5: Talbot Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg

Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 60.00 / 63.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 45.62 + 0.00) = 45.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.19	0.00	-17.11	-1.46	0.00	0.00	0.00	45.62

Segment Leq : 45.62 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 45.55 + 0.00) = 45.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.42	0.00	-17.42	-1.46	0.00	0.00	0.00	45.55

Segment Leq : 45.55 dBA

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Results segment # 3: Hwy 401 NB (day)

Source height = 2.21 m

ROAD (0.00 + 52.75 + 0.00) = 52.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.13	0.00	-24.96	-1.42	0.00	0.00	0.00	52.75

Segment Leq : 52.75 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.38 m

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	79.13	0.00	-24.96	-1.42	0.00	0.00	0.00	52.75

-90 90 0.63 80.57 0.00 -24.66 -1.41 0.00 0.00 0.00 54.50

Segment Leq : 54.50 dBA

Results segment # 5: Talbot Rd (day)

Source height = 0.91 m

ROAD (0.00 + 59.16 + 0.00) = 59.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.61	0.00	-9.99	-1.46	0.00	0.00	0.00	59.16

Segment Leq : 59.16 dBA

Total Leq All Segments: 61.36 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 38.79 + 0.00) = 38.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.62	0.00	-16.50	-1.33	0.00	0.00	0.00	38.79

Segment Leq : 38.79 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.91 m

ROAD (0.00 + 37.62 + 0.00) = 37.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.73	0.00	-16.78	-1.33	0.00	0.00	0.00	37.62

Segment Leq : 37.62 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.21 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

 -90 90 0.55 75.26 0.00 -23.59 -1.26 0.00 0.00 0.00 50.41

Segment Leq : 50.41 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.38 m

ROAD (0.00 + 52.18 + 0.00) = 52.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	76.78	0.00	-23.34	-1.25	0.00	0.00	0.00	52.18

Segment Leq : 52.18 dBA

Results segment # 5: Talbot Rd (night)

Source height = 0.91 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.55	0.00	-9.89	-1.33	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Total Leq All Segments: 56.27 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 61.36
 (NIGHT): 56.27

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 132.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.00 / 116.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 113.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
  
```

ROAD (0.00 + 28.80 + 0.00) = 28.80 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 60.14 0.00 -16.55 -1.23 0.00 0.00 -13.56 28.80
-----
  
```

Segment Leq : 28.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 45.48 + 0.00) = 45.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.86	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.48

Segment Leq : 45.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.04 !	3.04

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.86	0.00	-10.08	-0.10	0.00	0.00	-16.18	54.50

Segment Leq : 54.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.14 !	3.14

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.24	0.00	-9.44	-0.10	0.00	0.00	-16.13	52.58

Segment Leq : 52.58 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 56.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 33.94 + 0.00) = 33.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	52.32	0.00	-15.48	-1.06	0.00	0.00	-4.96	30.82*
-90	90	0.59	52.32	0.00	-17.04	-1.33	0.00	0.00	0.00	33.94

* Bright Zone !

Segment Leq : 33.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.45	0.00	-6.00	-1.07	0.00	0.00	99.00	152.39
-90	90	0.59	60.45	0.00	-6.60	-1.34	0.00	0.00	0.00	52.51

* Bright Zone !

Segment Leq : 52.51 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.77	14.77

ROAD (0.00 + 60.85 + 0.00) = 60.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-9.54	0.00	0.00	0.00	99.00	166.29
-90	90	0.54	76.83	0.00	-14.72	-1.25	0.00	0.00	0.00	60.85

* Bright Zone !

Segment Leq : 60.85 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.81	14.81

ROAD (0.00 + 61.95 + 0.00) = 61.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.91	0.00	-8.88	0.00	0.00	0.00	99.00	167.03
-90	90	0.54	76.91	0.00	-13.71	-1.25	0.00	0.00	0.00	61.95

* Bright Zone !

Segment Leq : 61.95 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.50	!	4.50	!	2.50	!	4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 64.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.99
(NIGHT): 64.73

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 1.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 84.00 / 87.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 74.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
    
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 145.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.41 ! 40.41
2.N.Service Rd ! 0.78 ! 47.01 ! 47.01
3.Hwy 401 SB ! 2.40 ! 58.25 ! 58.25
4.Hwy 401 NB ! 2.40 ! 56.62 ! 56.62
5.401NB offrmp ! 0.91 ! 47.20 ! 47.20
6.401SB on rmp ! 1.70 ! 53.24 ! 53.24
-----+-----+-----+
Total 61.62 dBA
    
```

Result summary (night)

	!	source	!	Road	!	Total
	!	height	!	Leq	!	Leq
	!	(m)	!	(dBA)	!	(dBA)
1.S.Service Rd	!	0.95	!	40.41	!	40.41
2.N.Service Rd	!	0.79	!	47.48	!	47.48
3.Hwy 401 SB	!	2.40	!	54.52	!	54.52
4.Hwy 401 NB	!	2.40	!	55.66	!	55.66
5.401NB offrmp	!	0.91	!	49.71	!	49.71
6.401SB on rmp	!	1.70	!	49.14	!	49.14
		Total				59.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.62
(NIGHT): 59.51

Filename: n_gh2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.00 / 94.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.50 ! 40.50
2.N.Service Rd ! 0.79 ! 46.06 ! 46.06
3.Hwy 401 SB ! 2.40 ! 58.40 ! 58.40
4.Hwy 401 NB ! 2.40 ! 56.18 ! 56.18
5.401NB offrmp ! 0.91 ! 47.04 ! 47.04
6.401SB on rmp ! 1.70 ! 48.56 ! 48.56
-----+-----+-----+
Total 61.07 dBA
  
```

Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.S.Service Rd	! 0.95 !	40.41	! 40.41
2.N.Service Rd	! 0.79 !	46.40	! 46.40
3.Hwy 401 SB	! 2.40 !	55.89	! 55.89
4.Hwy 401 NB	! 2.40 !	55.14	! 55.14
5.401NB offrmp	! 0.90 !	49.51	! 49.51
6.401SB on rmp	! 1.69 !	52.13	! 52.13
	Total		60.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.07
 (NIGHT): 60.09

Filename: n_gh2m.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 162.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 154.00 / 147.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 144.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31
  
```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.99	0.00	-14.11	-1.38	0.00	0.00	0.00	46.49

Segment Leq : 46.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 52.75 + 0.00) = 52.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.50	0.00	-13.36	-1.39	0.00	0.00	0.00	52.75

Segment Leq : 52.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.49	0.00	-14.12	-0.84	0.00	0.00	-9.84	57.69

Segment Leq : 57.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 55.20 + 0.00) = 55.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	79.32	0.00	-13.48	-0.84	0.00	0.00	-9.79	55.20

Segment Leq : 55.20 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.14 + 0.00) = 38.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.98	0.00	-14.62	-1.17	0.00	0.00	-12.05	38.14

Segment Leq : 38.14 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	71.44	0.00	-16.01	-1.13	0.00	0.00	-9.50	44.80

Segment Leq : 44.80 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 61.40 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.95 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.19	0.00	-12.90	-1.22	0.00	0.00	0.00	40.06

 Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.79 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.07	0.00	-12.13	-1.23	0.00	0.00	0.00	46.70

 Segment Leq : 46.70 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.53	2.53

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	79.74	0.00	-12.94	-0.64	0.00	0.00	-13.16	52.99

 Segment Leq : 52.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.98	0.00	-12.32	-0.64	0.00	0.00	-13.12	51.90

Segment Leq : 51.90 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	1.05	!	1.05

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.81	0.00	-13.43	-1.00	0.00	0.00	-11.81	34.57

Segment Leq : 34.57 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.69 !	4.50 !	1.79 !	1.79

ROAD (0.00 + 42.14 + 0.00) = 42.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	67.17	0.00	-14.80	-0.95	0.00	0.00	-9.28	42.14

Segment Leq : 42.14 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 56.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.40
(NIGHT): 56.90

Filename: n_gh2ma.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 163.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 142.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31
  
```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.52 + 0.00) = 46.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	62.01	0.00	-14.11	-1.38	0.00	0.00	0.00	46.52

Segment Leq : 46.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 53.11 + 0.00) = 53.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.86	0.00	-13.36	-1.39	0.00	0.00	0.00	53.11

Segment Leq : 53.11 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 56.13 + 0.00) = 56.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.86	0.00	-14.05	-0.84	0.00	0.00	-9.83	56.13

Segment Leq : 56.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 54.21 + 0.00) = 54.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.24	0.00	-13.41	-0.84	0.00	0.00	-9.79	54.21

Segment Leq : 54.21 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	66.14	0.00	-14.62	-1.17	0.00	0.00	-12.04	38.30

Segment Leq : 38.30 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 46.00 + 0.00) = 46.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	72.65	0.00	-16.01	-1.13	0.00	0.00	-9.50	46.00

Segment Leq : 46.00 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.08 + 0.00) = 40.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.20	0.00	-12.90	-1.22	0.00	0.00	0.00	40.08

Segment Leq : 40.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 47.09 + 0.00) = 47.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.45	0.00	-12.13	-1.23	0.00	0.00	0.00	47.09

Segment Leq : 47.09 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.83	0.00	-12.88	-0.64	0.00	0.00	-9.38	53.93

Segment Leq : 53.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 54.76 + 0.00) = 54.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.91	0.00	-12.25	-0.64	0.00	0.00	-9.27	54.76

Segment Leq : 54.76 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	1.06 !	1.06

ROAD (0.00 + 34.78 + 0.00) = 34.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	61.00	0.00	-13.43	-1.00	0.00	0.00	-11.79	34.78

Segment Leq : 34.78 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.70 !	4.50 !	1.79 !	1.79

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	68.38	0.00	-14.80	-0.95	0.00	0.00	-9.28	43.35

Segment Leq : 43.35 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 58.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 58.40

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4903/452 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 33.00 / 36.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8130/633 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8774
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 23.00 / 26.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 96.00 / 99.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 17150/3839 veh/TimePeriod *
Medium truck volume : 692/155 veh/TimePeriod *
Heavy truck volume : 4763/1066 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27665
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	1.76	1.76

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	-4.83	51.31*
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	0.00	56.14

* Bright Zone !

Segment Leq : 56.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	1.85	1.85

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	-4.64	55.02*
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	0.00	59.66

* Bright Zone !

Segment Leq : 59.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.46	2.46

ROAD (0.00 + 74.96 + 0.00) = 74.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	-4.57	70.39*
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	0.00	74.96

* Bright Zone !

Segment Leq : 74.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.32	2.32

ROAD (0.00 + 73.04 + 0.00) = 73.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	-4.79	68.25*
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	0.00	73.04

* Bright Zone !

Segment Leq : 73.04 dBA

Total Leq All Segments: 77.23 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	3.95	3.95

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	-0.22	48.39*
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	0.00	48.61

* Bright Zone !

Segment Leq : 48.61 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.65	3.65

ROAD (0.00 + 51.01 + 0.00) = 51.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	-0.24	50.78*
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	0.00	51.01

* Bright Zone !

Segment Leq : 51.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.76	2.76

ROAD (0.00 + 71.22 + 0.00) = 71.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	-3.73	67.50*
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	0.00	71.22

* Bright Zone !

Segment Leq : 71.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.70	2.70

ROAD (0.00 + 69.38 + 0.00) = 69.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	-3.92	65.47*
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	0.00	69.38

* Bright Zone !

Segment Leq : 69.38 dBA

Total Leq All Segments: 73.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.23
(NIGHT): 73.45

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5190/427 veh/TimePeriod *
Medium truck volume : 17/1 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 117.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6641/419 veh/TimePeriod *
Medium truck volume : 9/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 101.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 95.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 150.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7732/1760 veh/TimePeriod *
Medium truck volume : 53/12 veh/TimePeriod *
Heavy truck volume : 27/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9590
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 288.00 / 291.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Cabana Rd (day/night)

```
-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49
```

Data for Segment # 6: Cabana Rd (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 25.00 / 30.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.63 ! 1.50 ! 1.21 ! 1.21
```

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.33 59.93 0.00 -11.83 -0.83 0.00 0.00 -14.10 33.18
-----
```

Segment Leq : 33.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	1.17	!	1.17

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	60.71	0.00	-11.24	-0.83	0.00	0.00	-14.18	34.45

Segment Leq : 34.45 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

ROAD (0.00 + 63.18 + 0.00) = 63.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	81.77	0.00	-17.17	-1.42	0.00	0.00	0.00	63.18

Segment Leq : 63.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 60.80 + 0.00) = 60.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.59	0.00	-16.37	-1.42	0.00	0.00	0.00	60.80

Segment Leq : 60.80 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 39.43 + 0.00) = 39.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.19	0.00	-21.30	-1.46	0.00	0.00	0.00	39.43

Segment Leq : 39.43 dBA

Results segment # 6: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-3.68	-1.46	0.00	0.00	0.00	57.39

Segment Leq : 57.39 dBA

Total Leq All Segments: 65.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	1.56	1.56

ROAD (0.00 + 27.18 + 0.00) = 27.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	52.19	0.00	-10.82	-0.62	0.00	0.00	-13.57	27.18

Segment Leq : 27.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	1.49	1.49

ROAD (0.00 + 27.07 + 0.00) = 27.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	51.66	0.00	-10.27	-0.63	0.00	0.00	-13.69	27.07

Segment Leq : 27.07 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

ROAD (0.00 + 60.86 + 0.00) = 60.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	78.19	0.00	-16.07	-1.26	0.00	0.00	0.00	60.86

Segment Leq : 60.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.75	0.00	-15.24	-1.26	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

ROAD (0.00 + 36.91 + 0.00) = 36.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.75	0.00	-20.50	-1.34	0.00	0.00	0.00	36.91

Segment Leq : 36.91 dBA

Results segment # 6: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.63	0.00	-4.82	-1.35	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Total Leq All Segments: 62.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.85
(NIGHT): 62.93

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11192/822 veh/TimePeriod *
Medium truck volume : 64/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 92.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16103/1523 veh/TimePeriod *
Medium truck volume : 129/12 veh/TimePeriod *
Heavy truck volume : 65/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17838
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 81.00 / 84.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 147.00 / 150.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 137.00 / 140.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49

```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-13.08	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.52	0.00	-12.16	-1.46	0.00	0.00	0.00	51.90

Segment Leq : 51.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.63	2.63

ROAD (0.00 + 59.99 + 0.00) = 59.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.77	0.00	-9.91	0.00	0.00	0.00	-11.87	59.99

Segment Leq : 59.99 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.69	2.69

ROAD (0.00 + 57.59 + 0.00) = 57.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-9.21	0.00	0.00	0.00	-11.80	57.59

Segment Leq : 57.59 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-7.27	0.00	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Total Leq All Segments: 63.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 41.12 + 0.00) = 41.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.24	0.00	-12.78	-1.34	0.00	0.00	0.00	41.12

Segment Leq : 41.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-11.91	-1.34	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.83	2.83

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.19	0.00	-10.00	0.00	0.00	0.00	-11.49	56.70

Segment Leq : 56.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.92 !	2.92

ROAD (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-9.31	0.00	0.00	0.00	-11.34	54.10

Segment Leq : 54.10 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.63	0.00	-7.43	0.00	0.00	0.00	0.00	47.20

Segment Leq : 47.20 dBA

Total Leq All Segments: 59.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.31
(NIGHT): 59.15

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10160/788 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11023
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 101.00 / 104.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11774/765 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 48/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12692
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11977/2581 veh/TimePeriod *
Medium truck volume : 871/188 veh/TimePeriod *
Heavy truck volume : 7224/1557 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24397
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 35.99
Day (16 hrs) % of Total Volume : 82.27

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 97.00 / 100.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_SB_OFFR (day/night)

```

-----
Car traffic volume : 5992/1364 veh/TimePeriod *
Medium truck volume : 41/9 veh/TimePeriod *
Heavy truck volume : 21/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

```

Data for Segment # 5: 401_SB_OFFR (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 141.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.06	0.00	-13.75	-1.46	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-9.75	-1.46	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.81	2.81

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.51	0.00	-11.72	-0.71	0.00	0.00	-11.58	57.49

Segment Leq : 57.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.76	2.76

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.59	0.00	-10.89	-0.72	0.00	0.00	-11.71	55.27

Segment Leq : 55.27 dBA

Results segment # 5: 401_SB_OFFR (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	1.50	0.85	0.85

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.08	0.00	-14.62	-1.18	0.00	0.00	-12.42	32.87

Segment Leq : 32.87 dBA

Total Leq All Segments: 60.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.71 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.03	0.00	-13.40	-1.34	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 44.23 + 0.00) = 44.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.27	0.00	-9.69	-1.34	0.00	0.00	0.00	44.23

Segment Leq : 44.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.85	0.00	-11.02	-0.50	0.00	0.00	-11.12	55.22

Segment Leq : 55.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	3.02 !	3.02

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.75	0.00	-10.27	-0.50	0.00	0.00	-11.17	52.81

Segment Leq : 52.81 dBA

Results segment # 5: 401_SB_OFFR (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 4.50 ! 0.92 ! 0.92

ROAD (0.00 + 30.62 + 0.00) = 30.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.68	0.00	-13.87	-1.00	0.00	0.00	-12.19	30.62

Segment Leq : 30.62 dBA

Total Leq All Segments: 57.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.64
(NIGHT): 57.50

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8257/647 veh/TimePeriod *
Medium truck volume : 79/6 veh/TimePeriod *
Heavy truck volume : 241/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9249
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 254.00 / 257.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8780/930 veh/TimePeriod *
Medium truck volume : 50/5 veh/TimePeriod *
Heavy truck volume : 25/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9792
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 224.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.00 / 191.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 178.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.29 m

ROAD (0.00 + 43.68 + 0.00) = 43.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.53	0.00	-20.40	-1.46	0.00	0.00	0.00	43.68

Segment Leq : 43.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.57	0.00	-19.49	-1.46	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 55.46 + 0.00) = 55.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.64	0.00	-13.32	-0.57	0.00	0.00	-13.29	55.46

Segment Leq : 55.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.66	2.66

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.16	0.00	-12.79	-0.58	0.00	0.00	-13.40	53.40

Segment Leq : 53.40 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.81 + 0.00) = 41.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.55	0.00	-17.29	-1.46	0.00	0.00	0.00	41.81

Segment Leq : 41.81 dBA

Total Leq All Segments: 57.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 36.73 + 0.00) = 36.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.49	0.00	-19.45	-1.31	0.00	0.00	0.00	36.73

Segment Leq : 36.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 35.75 + 0.00) = 35.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.88	0.00	-18.79	-1.34	0.00	0.00	0.00	35.75

Segment Leq : 35.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.88	2.88

ROAD (0.00 + 53.14 + 0.00) = 53.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.92	0.00	-12.41	-0.34	0.00	0.00	-13.04	53.14

Segment Leq : 53.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.83	!	2.83

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.28	0.00	-11.93	-0.35	0.00	0.00	-13.12	50.88

Segment Leq : 50.88 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-16.79	-1.35	0.00	0.00	0.00	34.95

Segment Leq : 34.95 dBA

Total Leq All Segments: 55.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.95
(NIGHT): 55.32

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 156.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 164.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 160.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 154.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 114.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 106.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 96.00 / 81.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Segment # 1: S.Service Rd (day)

Source height = 1.46 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.46 ! 1.50 ! 1.57 ! 1.57
  
```

ROAD (0.00 + 36.33 + 0.00) = 36.33 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.48 61.65 0.00 -15.62 -1.14 0.00 0.00 -8.56 36.33
-----
  
```

Segment Leq : 36.33 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	1.50	!	0.95	!	0.95

ROAD (0.00 + 35.89 + 0.00) = 35.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	62.86	0.00	-15.43	-1.18	0.00	0.00	-10.37	35.89

Segment Leq : 35.89 dBA

Segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 58.67 + 0.00) = 58.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.64	0.00	-11.68	-0.71	0.00	0.00	-11.58	58.67

Segment Leq : 58.67 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.79	2.79

ROAD (0.00 + 56.95 + 0.00) = 56.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.16	0.00	-10.84	-0.72	0.00	0.00	-11.66	56.95

Segment Leq : 56.95 dBA

Segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.55 + 0.00) = 60.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	0.00	0.00	0.00	0.00	0.00	60.55

Segment Leq : 60.55 dBA

Total Leq All Segments: 63.76 dBA

Segment # 1: S.Service Rd (night)

Source height = 1.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.39	4.50	1.63	1.63

ROAD (0.00 + 31.61 + 0.00) = 31.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	55.11	0.00	-14.17	-0.97	0.00	0.00	-8.37	31.61

Segment Leq : 31.61 dBA

Segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.10	!	1.10

ROAD (0.00 + 29.77 + 0.00) = 29.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	54.60	0.00	-13.89	-1.00	0.00	0.00	-9.93	29.77

Segment Leq : 29.77 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.92	0.00	-10.14	-0.50	0.00	0.00	-10.93	57.36

Segment Leq : 57.36 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.20	!	3.20

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.28	0.00	-9.29	-0.50	0.00	0.00	-10.87	55.62

Segment Leq : 55.62 dBA

Segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.09	0.00	-0.79	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Total Leq All Segments: 60.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.76
(NIGHT): 60.34

Filename: n_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.00 / 73.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16744/3710 veh/TimePeriod *
Medium truck volume : 1164/258 veh/TimePeriod *
Heavy truck volume : 9668/2142 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.22
Heavy Truck % of Total Volume : 35.06
Day (16 hrs) % of Total Volume : 81.86

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14

```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 210.00 / 204.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-11.11	-1.46	0.00	0.00	0.00	49.08

Segment Leq : 49.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-9.75	-1.46	0.00	0.00	0.00	51.66

Segment Leq : 51.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.17	3.17

ROAD (0.00 + 57.88 + 0.00) = 57.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.78	0.00	-9.24	-0.26	0.00	0.00	-15.40	57.88

Segment Leq : 57.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.98	2.98

ROAD (0.00 + 54.26 + 0.00) = 54.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	80.04	0.00	-10.05	-0.27	0.00	0.00	-15.46	54.26

Segment Leq : 54.26 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-11.46	0.00	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-10.81	-1.31	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-9.69	-1.34	0.00	0.00	0.00	43.58

Segment Leq : 43.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.43	3.43

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.60	-0.01	0.00	0.00	-15.03	55.61

Segment Leq : 55.61 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	4.50	!	3.20	!	3.20

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.01	76.71	0.00	-9.33	-0.02	0.00	0.00	-15.28	52.09

Segment Leq : 52.09 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-11.34	0.00	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Total Leq All Segments: 57.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 57.89

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 50.00 m
Receiver height : 1.50 / 50.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
Medium truck volume : 951/176 veh/TimePeriod *
Heavy truck volume : 8241/1528 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.75
Heavy Truck % of Total Volume : 41.15
Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.00 / 197.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.00 / 185.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 166.00 / 175.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 131.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7385/1746 veh/TimePeriod *
Medium truck volume : 96/23 veh/TimePeriod *
Heavy truck volume : 48/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.88
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 200.00 / 213.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 197.00 / 210.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.35 ! 1.35
  
```

ROAD (0.00 + 47.32 + 0.00) = 47.32 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 64.85 0.00 -8.20 -1.17 0.00 0.00 -8.18 47.32
-----
  
```

Segment Leq : 47.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.29 !	1.29

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	64.94	0.00	-5.86	-1.17	0.00	0.00	-8.67	49.25

Segment Leq : 49.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.01	0.00	-12.82	-0.42	0.00	0.00	-14.59	54.19

Segment Leq : 54.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.04	0.00	-12.36	-0.43	0.00	0.00	-14.65	52.60

Segment Leq : 52.60 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-9.31	0.00	0.00	0.00	-7.62	49.45

Segment Leq : 49.45 dBA

Results segment # 6: 401SB offram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.99	0.99

ROAD (0.00 + 30.36 + 0.00) = 30.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.71	0.00	-14.83	-0.81	0.00	0.00	-16.71	30.36

Segment Leq : 30.36 dBA

Total Leq All Segments: 58.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.08	3.08

ROAD (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-9.04	-0.99	0.00	0.00	-5.00	42.36*
-90	90	0.59	57.39	0.00	-10.22	-1.33	0.00	0.00	0.00	45.84

* Bright Zone !

Segment Leq : 45.84 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	50.00	24.48	24.48

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	-0.01	51.04*
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	0.00	51.05

* Bright Zone !

Segment Leq : 51.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.91	2.91

ROAD (0.00 + 51.27 + 0.00) = 51.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.70	0.00	-11.89	-0.18	0.00	0.00	-14.37	51.27

Segment Leq : 51.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	2.87	2.87

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.71	0.00	-11.63	-0.19	0.00	0.00	-14.43	50.46

Segment Leq : 50.46 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.88	4.50	4.06	4.06

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	-3.55	45.13*
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	0.00	48.68

* Bright Zone !

Segment Leq : 48.68 dBA

Results segment # 6: 401SB offram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.02 ! 1.02

ROAD (0.00 + 28.02 + 0.00) = 28.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	59.44	0.00	-14.15	-0.60	0.00	0.00	-16.66	28.02

Segment Leq : 28.02 dBA

Total Leq All Segments: 56.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.27
(NIGHT): 56.86

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 16730/3596 veh/TimePeriod *
Medium truck volume : 872/187 veh/TimePeriod *
Heavy truck volume : 6159/1324 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28867
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.00 / 68.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 15379/3333 veh/TimePeriod *
Medium truck volume : 1182/256 veh/TimePeriod *
Heavy truck volume : 10000/2167 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 32317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 90.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.67 ! 1.67
  
```

ROAD (0.00 + 63.58 + 0.00) = 63.58 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 81.01 0.00 -9.26 -1.09 0.00 0.00 -7.08 63.58
-----
  
```

Segment Leq : 63.58 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.66	1.66

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.89	0.00	-11.07	-1.08	0.00	0.00	-7.01	63.73

Segment Leq : 63.73 dBA

Total Leq All Segments: 66.67 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	3.91	3.91

ROAD (0.00 + 65.93 + 0.00) = 65.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.34	0.00	-8.96	-0.91	0.00	0.00	-3.94	63.54*
-90	90	0.55	77.34	0.00	-10.16	-1.26	0.00	0.00	0.00	65.93

* Bright Zone !

Segment Leq : 65.93 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 4.08 ! 4.08

ROAD (0.00 + 66.00 + 0.00) = 66.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.26	0.00	-10.58	-0.90	0.00	0.00	-3.52	64.27*
-90	90	0.54	79.26	0.00	-12.01	-1.25	0.00	0.00	0.00	66.00

* Bright Zone !

Segment Leq : 66.00 dBA

Total Leq All Segments: 68.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.67
(NIGHT): 68.98

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 120.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 110.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
  
```

ROAD (0.00 + 30.65 + 0.00) = 30.65 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 61.99 0.00 -16.55 -1.23 0.00 0.00 -13.56 30.65
-----
  
```

Segment Leq : 30.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.79	!	1.50	!	-0.56	!	1.44

ROAD (0.00 + 45.12 + 0.00) = 45.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.50	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.12

Segment Leq : 45.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.99	!	2.99

ROAD (0.00 + 57.27 + 0.00) = 57.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.49	0.00	-10.41	-0.42	0.00	0.00	-14.38	57.27

Segment Leq : 57.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.10 !	3.10

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-9.60	-0.42	0.00	0.00	-14.28	55.01

Segment Leq : 55.01 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 59.47 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 35.81 + 0.00) = 35.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.19	0.00	-15.48	-1.06	0.00	0.00	-4.96	32.69*
-90	90	0.59	54.19	0.00	-17.04	-1.33	0.00	0.00	0.00	35.81

* Bright Zone !

Segment Leq : 35.81 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.07	0.00	-6.00	-1.07	0.00	0.00	99.00	152.00
-90	90	0.59	60.07	0.00	-6.60	-1.34	0.00	0.00	0.00	52.12

* Bright Zone !

Segment Leq : 52.12 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.29	!	3.29

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.74	0.00	-9.32	-0.18	0.00	0.00	-13.94	56.29

Segment Leq : 56.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.46	!	3.46

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-8.52	-0.18	0.00	0.00	-13.74	55.54

Segment Leq : 55.54 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.50	!	4.50	!	2.50	!	4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 59.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.47
(NIGHT): 59.81

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 304.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.00 / 293.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 332.00 / 315.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 322.00 / 305.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 297.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 305.00 / 287.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_NB_ONRP (day/night)

Car traffic volume : 686/94 veh/TimePeriod
Medium truck volume : 9/1 veh/TimePeriod
Heavy truck volume : 4/1 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: 401_NB_ONRP (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 264.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 277.00 / 261.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401_SB_ONRP (day/night)

Car traffic volume : 4122/930 veh/TimePeriod *
Medium truck volume : 78/18 veh/TimePeriod *
Heavy truck volume : 278/63 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5488
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 6.20
Day (16 hrs) % of Total Volume : 81.59

Data for Segment # 6: 401_SB_ONRP (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.00 / 349.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 38.24 + 0.00) = 38.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-21.95	-1.46	0.00	0.00	0.00	38.24

Segment Leq : 38.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.74 + 0.00) = 39.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-21.67	-1.46	0.00	0.00	0.00	39.74

Segment Leq : 39.74 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.64	0.00	-13.89	-0.10	0.00	0.00	-16.36	52.29

Segment Leq : 52.29 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.61	2.61

ROAD (0.00 + 49.84 + 0.00) = 49.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	80.04	0.00	-13.69	-0.10	0.00	0.00	-16.40	49.84

Segment Leq : 49.84 dBA

Results segment # 5: 401_NB_ONRP (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	0.91	0.91

ROAD (0.00 + 19.84 + 0.00) = 19.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	52.30	0.00	-19.05	-1.17	0.00	0.00	-12.24	19.84

Segment Leq : 19.84 dBA

Results segment # 6: 401_SB_ONRP (day)

Source height = 1.58 m

ROAD (0.00 + 40.63 + 0.00) = 40.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.02	0.00	-22.94	-1.45	0.00	0.00	0.00	40.63

Segment Leq : 40.63 dBA

Total Leq All Segments: 54.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-20.56	-1.31	0.00	0.00	0.00	33.24

Segment Leq : 33.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-20.53	-1.34	0.00	0.00	0.00	32.74

Segment Leq : 32.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 49.43 + 0.00) = 49.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.92	0.00	-13.22	0.00	0.00	0.00	-16.27	49.43

Segment Leq : 49.43 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.73 !	2.73

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-12.97	0.00	0.00	0.00	-16.31	47.43

Segment Leq : 47.43 dBA

Results segment # 5: 401_NB_ONRP (night)

Source height = 1.01 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.01 !	4.50 !	1.08 !	1.08

ROAD (0.00 + 17.03 + 0.00) = 17.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	47.24	0.00	-17.50	-0.99	0.00	0.00	-11.72	17.03

Segment Leq : 17.03 dBA

Results segment # 6: 401_SB_ONRP (night)

Source height = 1.58 m

ROAD (0.00 + 38.86 + 0.00) = 38.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.59	0.00	-21.42	-1.30	0.00	0.00	0.00	38.86

Segment Leq : 38.86 dBA

Total Leq All Segments: 51.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.68
(NIGHT): 51.90

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 364.00 / 367.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.36
 Heavy Truck % of Total Volume : 0.68
 Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 350.00 / 353.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
 Medium truck volume : 951/176 veh/TimePeriod *
 Heavy truck volume : 8241/1528 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 4.75
 Heavy Truck % of Total Volume : 41.15
 Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 170.00 / 173.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 6.00 m
 Barrier receiver distance : 160.00 / 163.00 m
 Source elevation : 0.00 m

Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4988/1432 veh/TimePeriod *
Medium truck volume : 476/137 veh/TimePeriod *
Heavy truck volume : 3913/1124 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8024/1095 veh/TimePeriod *
Medium truck volume : 105/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9298

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.28
 Heavy Truck % of Total Volume : 0.64
 Day (16 hrs) % of Total Volume : 87.99

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 155.00 / 158.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 4.00 m
 Barrier receiver distance : 152.00 / 155.00 m
 Source elevation : 0.00 m
 Receiver elevation : 4.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 6: NBoffrmp HY3 (day/night)

Car traffic volume : 8276/1121 veh/TimePeriod *
 Medium truck volume : 156/21 veh/TimePeriod *
 Heavy truck volume : 592/80 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10247
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 6: NBoffrmp HY3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 43.00 / 46.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m

Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 7: NBoffrmp LAU (day/night)

 Car traffic volume : 5281/715 veh/TimePeriod *
 Medium truck volume : 100/13 veh/TimePeriod *
 Heavy truck volume : 378/51 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6539
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 7: NBoffrmp LAU (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 124.00 / 127.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 4 (Elevated; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Elevation : 0.00 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 2.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.49	1.49

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
-----
-90    90    0.49  64.85    0.00 -20.71  -1.17    0.00    0.00   -8.06  34.92
-----
```

Segment Leq : 34.92 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.91 !          1.50 !          1.48 !          1.48
-----
```

ROAD (0.00 + 35.27 + 0.00) = 35.27 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.49  64.94    0.00 -20.45  -1.17    0.00    0.00   -8.06  35.27
-----
```

Segment Leq : 35.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.40 !          1.50 !          2.70 !          2.70
-----
```

ROAD (0.00 + 56.16 + 0.00) = 56.16 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.27  82.01    0.00 -13.42  -0.71    0.00    0.00  -11.72  56.16
-----
```

Segment Leq : 56.16 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.40 !          1.50 !          2.74 !          2.74

```

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.27  78.78   0.00 -12.80  -0.71   0.00   0.00 -11.68  53.59
-----

```

Segment Leq : 53.59 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.89 !          1.50 !          0.98 !          0.98

```

ROAD (0.00 + 33.06 + 0.00) = 33.06 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.44  63.08   0.00 -14.59  -1.06   0.00   0.00 -14.37  33.06
-----

```

Segment Leq : 33.06 dBA

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Results segment # 6: NBoffrmp HY3 (day)

Source height = 1.60 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          1.60 !          1.50 !          1.52 !          1.52

```

ROAD (0.00 + 55.25 + 0.00) = 55.25 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.00  68.24   0.00  -4.57   0.00   0.00   0.00  -8.41  55.25
-----

```

Segment Leq : 55.25 dBA

Results segment # 7: NBoffrmp LAU (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	1.50	1.65	1.65

ROAD (0.00 + 43.94 + 0.00) = 43.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	66.29	0.00	-13.52	-1.13	0.00	0.00	-7.70	43.94

Segment Leq : 43.94 dBA

Total Leq All Segments: 60.04 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.38	4.38

ROAD (0.00 + 34.00 + 0.00) = 34.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-19.51	-0.99	0.00	0.00	-1.38	35.50*
-90	90	0.59	57.39	0.00	-22.05	-1.33	0.00	0.00	0.00	34.00

* Bright Zone !

Segment Leq : 34.00 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source	Receiver	Barrier	Elevation of
--------	----------	---------	--------------

Height (m)	Height (m)	Height (m)	Barrier Top (m)
0.92	4.50	4.38	4.38

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.28	0.00	-19.26	-0.99	0.00	0.00	-1.39	34.64*
-90	90	0.59	56.28	0.00	-21.77	-1.33	0.00	0.00	0.00	33.18

* Bright Zone !

Segment Leq : 33.18 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 53.26 + 0.00) = 53.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.70	0.00	-12.56	-0.50	0.00	0.00	-11.39	53.26

Segment Leq : 53.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.92	2.92

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.38	0.00	-12.00	-0.50	0.00	0.00	-11.30	52.58

Segment Leq : 52.58 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	1.03	1.03

ROAD (0.00 + 28.53 + 0.00) = 28.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	57.41	0.00	-13.79	-0.87	0.00	0.00	-14.22	28.53

Segment Leq : 28.53 dBA

Results segment # 6: NBoffrmp HY3 (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	3.74	3.74

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	-3.97	53.72*
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	0.00	57.69

* Bright Zone !

Segment Leq : 57.69 dBA

Results segment # 7: NBoffrmp LAU (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	4.41	4.41

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	60.59	0.00	-12.84	-0.95	0.00	0.00	-1.17	45.64*
-90	90	0.57	60.59	0.00	-14.54	-1.30	0.00	0.00	0.00	44.76

* Bright Zone !

Segment Leq : 44.76 dBA

Total Leq All Segments: 60.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.04
(NIGHT): 60.07

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 132.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.00 / 116.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 113.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```
-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
```

Data for Segment # 5: Labelle St (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
```

ROAD (0.00 + 28.80 + 0.00) = 28.80 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 60.14 0.00 -16.55 -1.23 0.00 0.00 -13.56 28.80
-----
```

Segment Leq : 28.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 45.48 + 0.00) = 45.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.86	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.48

Segment Leq : 45.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.04 !	3.04

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.86	0.00	-10.08	-0.10	0.00	0.00	-16.18	54.50

Segment Leq : 54.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.14	!	3.14

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.24	0.00	-9.44	-0.10	0.00	0.00	-16.13	52.58

Segment Leq : 52.58 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.55	!	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 56.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 33.94 + 0.00) = 33.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	52.32	0.00	-15.48	-1.06	0.00	0.00	-4.96	30.82*
-90	90	0.59	52.32	0.00	-17.04	-1.33	0.00	0.00	0.00	33.94

* Bright Zone !

Segment Leq : 33.94 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.45	0.00	-6.00	-1.07	0.00	0.00	99.00	152.39
-90	90	0.59	60.45	0.00	-6.60	-1.34	0.00	0.00	0.00	52.51

* Bright Zone !

Segment Leq : 52.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.77	14.77

ROAD (0.00 + 60.85 + 0.00) = 60.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-9.54	0.00	0.00	0.00	99.00	166.29
-90	90	0.54	76.83	0.00	-14.72	-1.25	0.00	0.00	0.00	60.85

* Bright Zone !

Segment Leq : 60.85 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.81	14.81

ROAD (0.00 + 61.95 + 0.00) = 61.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.91	0.00	-8.88	0.00	0.00	0.00	99.00	167.03
-90	90	0.54	76.91	0.00	-13.71	-1.25	0.00	0.00	0.00	61.95

* Bright Zone !

Segment Leq : 61.95 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.50	!	4.50	!	2.50	!	4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 64.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.99
(NIGHT): 64.73

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 1.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 84.00 / 87.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 74.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 145.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.41 ! 40.41
2.N.Service Rd ! 0.78 ! 47.01 ! 47.01
3.Hwy 401 SB ! 2.40 ! 58.25 ! 58.25
4.Hwy 401 NB ! 2.40 ! 56.62 ! 56.62
5.401NB offrmp ! 0.91 ! 47.20 ! 47.20
6.401SB on rmp ! 1.70 ! 53.24 ! 53.24
-----+-----+-----+
Total 61.62 dBA
  
```

Result summary (night)

	!	source	!	Road	!	Total
	!	height	!	Leq	!	Leq
	!	(m)	!	(dBA)	!	(dBA)
1.S.Service Rd	!	0.95	!	40.41	!	40.41
2.N.Service Rd	!	0.79	!	47.48	!	47.48
3.Hwy 401 SB	!	2.40	!	54.52	!	54.52
4.Hwy 401 NB	!	2.40	!	55.66	!	55.66
5.401NB offrmp	!	0.91	!	49.71	!	49.71
6.401SB on rmp	!	1.70	!	49.14	!	49.14
		Total				59.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.62
(NIGHT): 59.51

Filename: n_gh2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.00 / 94.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.50 ! 40.50
2.N.Service Rd ! 0.79 ! 46.06 ! 46.06
3.Hwy 401 SB ! 2.40 ! 58.40 ! 58.40
4.Hwy 401 NB ! 2.40 ! 56.18 ! 56.18
5.401NB offrmp ! 0.91 ! 47.04 ! 47.04
6.401SB on rmp ! 1.70 ! 48.56 ! 48.56
-----+-----+-----+
Total 61.07 dBA
  
```

Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.S.Service Rd	! 0.95 !	40.41	! 40.41
2.N.Service Rd	! 0.79 !	46.40	! 46.40
3.Hwy 401 SB	! 2.40 !	55.89	! 55.89
4.Hwy 401 NB	! 2.40 !	55.14	! 55.14
5.401NB offrmp	! 0.90 !	49.51	! 49.51
6.401SB on rmp	! 1.69 !	52.13	! 52.13
	Total		60.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.07
(NIGHT): 60.09

Filename: n_gh2m.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 162.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 154.00 / 147.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 144.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31
    
```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.99	0.00	-14.11	-1.38	0.00	0.00	0.00	46.49

Segment Leq : 46.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 52.75 + 0.00) = 52.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.50	0.00	-13.36	-1.39	0.00	0.00	0.00	52.75

Segment Leq : 52.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.49	0.00	-14.12	-0.84	0.00	0.00	-9.84	57.69

Segment Leq : 57.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 55.20 + 0.00) = 55.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	79.32	0.00	-13.48	-0.84	0.00	0.00	-9.79	55.20

Segment Leq : 55.20 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.14 + 0.00) = 38.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.98	0.00	-14.62	-1.17	0.00	0.00	-12.05	38.14

Segment Leq : 38.14 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	71.44	0.00	-16.01	-1.13	0.00	0.00	-9.50	44.80

Segment Leq : 44.80 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 61.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.19	0.00	-12.90	-1.22	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.07	0.00	-12.13	-1.23	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.53	2.53

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	79.74	0.00	-12.94	-0.64	0.00	0.00	-13.16	52.99

Segment Leq : 52.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 2.54 ! 2.54

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.24 77.98 0.00 -12.32 -0.64 0.00 0.00 -13.12 51.90
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 51.90 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----+-----
0.90 ! 4.50 ! 1.05 ! 1.05

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.41 60.81 0.00 -13.43 -1.00 0.00 0.00 -11.81 34.57
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 34.57 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.69 !	4.50 !	1.79 !	1.79

ROAD (0.00 + 42.14 + 0.00) = 42.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	67.17	0.00	-14.80	-0.95	0.00	0.00	-9.28	42.14

Segment Leq : 42.14 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 56.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.40
(NIGHT): 56.90

Filename: n_gh2ma.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 163.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 142.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31

```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.52 + 0.00) = 46.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	62.01	0.00	-14.11	-1.38	0.00	0.00	0.00	46.52

Segment Leq : 46.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 53.11 + 0.00) = 53.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.86	0.00	-13.36	-1.39	0.00	0.00	0.00	53.11

Segment Leq : 53.11 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 56.13 + 0.00) = 56.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.86	0.00	-14.05	-0.84	0.00	0.00	-9.83	56.13

Segment Leq : 56.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 54.21 + 0.00) = 54.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.24	0.00	-13.41	-0.84	0.00	0.00	-9.79	54.21

Segment Leq : 54.21 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	66.14	0.00	-14.62	-1.17	0.00	0.00	-12.04	38.30

Segment Leq : 38.30 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 46.00 + 0.00) = 46.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	72.65	0.00	-16.01	-1.13	0.00	0.00	-9.50	46.00

Segment Leq : 46.00 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.08 + 0.00) = 40.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.20	0.00	-12.90	-1.22	0.00	0.00	0.00	40.08

Segment Leq : 40.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 47.09 + 0.00) = 47.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.45	0.00	-12.13	-1.23	0.00	0.00	0.00	47.09

Segment Leq : 47.09 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.83	0.00	-12.88	-0.64	0.00	0.00	-9.38	53.93

Segment Leq : 53.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 54.76 + 0.00) = 54.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.91	0.00	-12.25	-0.64	0.00	0.00	-9.27	54.76

Segment Leq : 54.76 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	1.06 !	1.06

ROAD (0.00 + 34.78 + 0.00) = 34.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	61.00	0.00	-13.43	-1.00	0.00	0.00	-11.79	34.78

Segment Leq : 34.78 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.70	!	4.50	!	1.79	!	1.79

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	68.38	0.00	-14.80	-0.95	0.00	0.00	-9.28	43.35

Segment Leq : 43.35 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 58.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 58.40

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4903/452 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 33.00 / 36.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8130/633 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8774
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 23.00 / 26.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 96.00 / 99.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 17150/3839 veh/TimePeriod *
Medium truck volume : 692/155 veh/TimePeriod *
Heavy truck volume : 4763/1066 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27665
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	1.76	1.76

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	-4.83	51.31*
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	0.00	56.14

* Bright Zone !

Segment Leq : 56.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	1.85	1.85

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	-4.64	55.02*
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	0.00	59.66

* Bright Zone !

Segment Leq : 59.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	1.50 !	2.46 !	2.46

ROAD (0.00 + 74.96 + 0.00) = 74.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	-4.57	70.39*
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	0.00	74.96

* Bright Zone !

Segment Leq : 74.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.14 !	1.50 !	2.32 !	2.32

ROAD (0.00 + 73.04 + 0.00) = 73.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	-4.79	68.25*
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	0.00	73.04

* Bright Zone !

Segment Leq : 73.04 dBA

Total Leq All Segments: 77.23 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	3.95	3.95

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	-0.22	48.39*
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	0.00	48.61

* Bright Zone !

Segment Leq : 48.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.65	3.65

ROAD (0.00 + 51.01 + 0.00) = 51.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	-0.24	50.78*
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	0.00	51.01

* Bright Zone !

Segment Leq : 51.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.76	2.76

ROAD (0.00 + 71.22 + 0.00) = 71.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	-3.73	67.50*
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	0.00	71.22

* Bright Zone !

Segment Leq : 71.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.70	2.70

ROAD (0.00 + 69.38 + 0.00) = 69.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	-3.92	65.47*
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	0.00	69.38

* Bright Zone !

Segment Leq : 69.38 dBA

Total Leq All Segments: 73.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.23
(NIGHT): 73.45

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5190/427 veh/TimePeriod *
Medium truck volume : 17/1 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 117.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6641/419 veh/TimePeriod *
Medium truck volume : 9/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 101.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 95.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 150.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7732/1760 veh/TimePeriod *
Medium truck volume : 53/12 veh/TimePeriod *
Heavy truck volume : 27/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9590
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 288.00 / 291.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Cabana Rd (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49
  
```

Data for Segment # 6: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 25.00 / 30.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.63 ! 1.50 ! 1.21 ! 1.21
  
```

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.33 59.93 0.00 -11.83 -0.83 0.00 0.00 -14.10 33.18
-----
  
```

Segment Leq : 33.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	1.17	1.17

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	60.71	0.00	-11.24	-0.83	0.00	0.00	-14.18	34.45

Segment Leq : 34.45 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

ROAD (0.00 + 63.18 + 0.00) = 63.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	81.77	0.00	-17.17	-1.42	0.00	0.00	0.00	63.18

Segment Leq : 63.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 60.80 + 0.00) = 60.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.59	0.00	-16.37	-1.42	0.00	0.00	0.00	60.80

Segment Leq : 60.80 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 39.43 + 0.00) = 39.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.19	0.00	-21.30	-1.46	0.00	0.00	0.00	39.43

Segment Leq : 39.43 dBA

Results segment # 6: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-3.68	-1.46	0.00	0.00	0.00	57.39

Segment Leq : 57.39 dBA

Total Leq All Segments: 65.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	1.56	1.56

ROAD (0.00 + 27.18 + 0.00) = 27.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	52.19	0.00	-10.82	-0.62	0.00	0.00	-13.57	27.18

Segment Leq : 27.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	1.49	1.49

ROAD (0.00 + 27.07 + 0.00) = 27.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	51.66	0.00	-10.27	-0.63	0.00	0.00	-13.69	27.07

Segment Leq : 27.07 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

ROAD (0.00 + 60.86 + 0.00) = 60.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	78.19	0.00	-16.07	-1.26	0.00	0.00	0.00	60.86

Segment Leq : 60.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.75	0.00	-15.24	-1.26	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

ROAD (0.00 + 36.91 + 0.00) = 36.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.75	0.00	-20.50	-1.34	0.00	0.00	0.00	36.91

Segment Leq : 36.91 dBA

Results segment # 6: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.63	0.00	-4.82	-1.35	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Total Leq All Segments: 62.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.85
(NIGHT): 62.93

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11192/822 veh/TimePeriod *
Medium truck volume : 64/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 92.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16103/1523 veh/TimePeriod *
Medium truck volume : 129/12 veh/TimePeriod *
Heavy truck volume : 65/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17838
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 81.00 / 84.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 147.00 / 150.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 137.00 / 140.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49

```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-13.08	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.52	0.00	-12.16	-1.46	0.00	0.00	0.00	51.90

Segment Leq : 51.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.63	2.63

ROAD (0.00 + 59.99 + 0.00) = 59.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.77	0.00	-9.91	0.00	0.00	0.00	-11.87	59.99

Segment Leq : 59.99 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.69	2.69

ROAD (0.00 + 57.59 + 0.00) = 57.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-9.21	0.00	0.00	0.00	-11.80	57.59

Segment Leq : 57.59 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-7.27	0.00	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Total Leq All Segments: 63.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 41.12 + 0.00) = 41.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.24	0.00	-12.78	-1.34	0.00	0.00	0.00	41.12

Segment Leq : 41.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-11.91	-1.34	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.83	2.83

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.19	0.00	-10.00	0.00	0.00	0.00	-11.49	56.70

Segment Leq : 56.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.92 !	2.92

ROAD (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-9.31	0.00	0.00	0.00	-11.34	54.10

Segment Leq : 54.10 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.63	0.00	-7.43	0.00	0.00	0.00	0.00	47.20

Segment Leq : 47.20 dBA

Total Leq All Segments: 59.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.31
(NIGHT): 59.15

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10160/788 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11023
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 101.00 / 104.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11774/765 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 48/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12692
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11977/2581 veh/TimePeriod *
Medium truck volume : 871/188 veh/TimePeriod *
Heavy truck volume : 7224/1557 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24397
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 35.99
Day (16 hrs) % of Total Volume : 82.27

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 97.00 / 100.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_SB_OFFR (day/night)

```

-----
Car traffic volume : 5992/1364 veh/TimePeriod *
Medium truck volume : 41/9 veh/TimePeriod *
Heavy truck volume : 21/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

```

Data for Segment # 5: 401_SB_OFFR (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 141.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.06	0.00	-13.75	-1.46	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-9.75	-1.46	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.81	2.81

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.51	0.00	-11.72	-0.71	0.00	0.00	-11.58	57.49

Segment Leq : 57.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.76	2.76

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.59	0.00	-10.89	-0.72	0.00	0.00	-11.71	55.27

Segment Leq : 55.27 dBA

Results segment # 5: 401_SB_OFFR (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	1.50	0.85	0.85

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.08	0.00	-14.62	-1.18	0.00	0.00	-12.42	32.87

Segment Leq : 32.87 dBA

Total Leq All Segments: 60.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.71 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.03	0.00	-13.40	-1.34	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 44.23 + 0.00) = 44.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.27	0.00	-9.69	-1.34	0.00	0.00	0.00	44.23

Segment Leq : 44.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.85	0.00	-11.02	-0.50	0.00	0.00	-11.12	55.22

Segment Leq : 55.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	3.02 !	3.02

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.75	0.00	-10.27	-0.50	0.00	0.00	-11.17	52.81

Segment Leq : 52.81 dBA

Results segment # 5: 401_SB_OFFR (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 4.50 ! 0.92 ! 0.92

ROAD (0.00 + 30.62 + 0.00) = 30.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.68	0.00	-13.87	-1.00	0.00	0.00	-12.19	30.62

Segment Leq : 30.62 dBA

Total Leq All Segments: 57.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.64
(NIGHT): 57.50

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8257/647 veh/TimePeriod *
Medium truck volume : 79/6 veh/TimePeriod *
Heavy truck volume : 241/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9249
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 254.00 / 257.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8780/930 veh/TimePeriod *
Medium truck volume : 50/5 veh/TimePeriod *
Heavy truck volume : 25/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9792
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 224.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.00 / 191.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 178.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.29 m

ROAD (0.00 + 43.68 + 0.00) = 43.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.53	0.00	-20.40	-1.46	0.00	0.00	0.00	43.68

Segment Leq : 43.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.57	0.00	-19.49	-1.46	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 55.46 + 0.00) = 55.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.64	0.00	-13.32	-0.57	0.00	0.00	-13.29	55.46

Segment Leq : 55.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.66	2.66

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.16	0.00	-12.79	-0.58	0.00	0.00	-13.40	53.40

Segment Leq : 53.40 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.81 + 0.00) = 41.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.55	0.00	-17.29	-1.46	0.00	0.00	0.00	41.81

Segment Leq : 41.81 dBA

Total Leq All Segments: 57.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 36.73 + 0.00) = 36.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.49	0.00	-19.45	-1.31	0.00	0.00	0.00	36.73

Segment Leq : 36.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 35.75 + 0.00) = 35.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.88	0.00	-18.79	-1.34	0.00	0.00	0.00	35.75

Segment Leq : 35.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.88	2.88

ROAD (0.00 + 53.14 + 0.00) = 53.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.92	0.00	-12.41	-0.34	0.00	0.00	-13.04	53.14

Segment Leq : 53.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	4.50 !	2.83 !	2.83

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.28	0.00	-11.93	-0.35	0.00	0.00	-13.12	50.88

Segment Leq : 50.88 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-16.79	-1.35	0.00	0.00	0.00	34.95

Segment Leq : 34.95 dBA

Total Leq All Segments: 55.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.95
(NIGHT): 55.32

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 156.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 164.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 160.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 154.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 114.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 106.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 96.00 / 81.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Segment # 1: S.Service Rd (day)

Source height = 1.46 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.46 ! 1.50 ! 1.57 ! 1.57
  
```

ROAD (0.00 + 36.33 + 0.00) = 36.33 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.48 61.65 0.00 -15.62 -1.14 0.00 0.00 -8.56 36.33
-----
  
```

Segment Leq : 36.33 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	1.50	!	0.95	!	0.95

ROAD (0.00 + 35.89 + 0.00) = 35.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	62.86	0.00	-15.43	-1.18	0.00	0.00	-10.37	35.89

Segment Leq : 35.89 dBA

Segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 58.67 + 0.00) = 58.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.64	0.00	-11.68	-0.71	0.00	0.00	-11.58	58.67

Segment Leq : 58.67 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.79	2.79

ROAD (0.00 + 56.95 + 0.00) = 56.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.16	0.00	-10.84	-0.72	0.00	0.00	-11.66	56.95

Segment Leq : 56.95 dBA

Segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.55 + 0.00) = 60.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	0.00	0.00	0.00	0.00	0.00	60.55

Segment Leq : 60.55 dBA

Total Leq All Segments: 63.76 dBA

Segment # 1: S.Service Rd (night)

Source height = 1.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.39	4.50	1.63	1.63

ROAD (0.00 + 31.61 + 0.00) = 31.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	55.11	0.00	-14.17	-0.97	0.00	0.00	-8.37	31.61

Segment Leq : 31.61 dBA

Segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.10	!	1.10

ROAD (0.00 + 29.77 + 0.00) = 29.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	54.60	0.00	-13.89	-1.00	0.00	0.00	-9.93	29.77

Segment Leq : 29.77 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.92	0.00	-10.14	-0.50	0.00	0.00	-10.93	57.36

Segment Leq : 57.36 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.20	!	3.20

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.28	0.00	-9.29	-0.50	0.00	0.00	-10.87	55.62

Segment Leq : 55.62 dBA

Segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.09	0.00	-0.79	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Total Leq All Segments: 60.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.76
(NIGHT): 60.34

Filename: n_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.00 / 73.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16744/3710 veh/TimePeriod *
Medium truck volume : 1164/258 veh/TimePeriod *
Heavy truck volume : 9668/2142 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.22
Heavy Truck % of Total Volume : 35.06
Day (16 hrs) % of Total Volume : 81.86

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14

```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 210.00 / 204.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-11.11	-1.46	0.00	0.00	0.00	49.08

Segment Leq : 49.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-9.75	-1.46	0.00	0.00	0.00	51.66

Segment Leq : 51.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.17	3.17

ROAD (0.00 + 57.88 + 0.00) = 57.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.78	0.00	-9.24	-0.26	0.00	0.00	-15.40	57.88

Segment Leq : 57.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.98	2.98

ROAD (0.00 + 54.26 + 0.00) = 54.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	80.04	0.00	-10.05	-0.27	0.00	0.00	-15.46	54.26

Segment Leq : 54.26 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-11.46	0.00	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-10.81	-1.31	0.00	0.00	0.00	42.99

Segment Leq : 42.99 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-9.69	-1.34	0.00	0.00	0.00	43.58

Segment Leq : 43.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.43	3.43

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.60	-0.01	0.00	0.00	-15.03	55.61

Segment Leq : 55.61 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	3.20 !	3.20

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.01	76.71	0.00	-9.33	-0.02	0.00	0.00	-15.28	52.09

Segment Leq : 52.09 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-11.34	0.00	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Total Leq All Segments: 57.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 57.89

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 50.00 m
Receiver height : 1.50 / 50.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
Medium truck volume : 951/176 veh/TimePeriod *
Heavy truck volume : 8241/1528 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.75
Heavy Truck % of Total Volume : 41.15
Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.00 / 197.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.00 / 185.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 166.00 / 175.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 131.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7385/1746 veh/TimePeriod *
Medium truck volume : 96/23 veh/TimePeriod *
Heavy truck volume : 48/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.88
  
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 200.00 / 213.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 197.00 / 210.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.35 ! 1.35
  
```

ROAD (0.00 + 47.32 + 0.00) = 47.32 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 64.85 0.00 -8.20 -1.17 0.00 0.00 -8.18 47.32
-----
  
```

Segment Leq : 47.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.29 !	1.29

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	64.94	0.00	-5.86	-1.17	0.00	0.00	-8.67	49.25

Segment Leq : 49.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.01	0.00	-12.82	-0.42	0.00	0.00	-14.59	54.19

Segment Leq : 54.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	2.72 !	2.72

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.04	0.00	-12.36	-0.43	0.00	0.00	-14.65	52.60

Segment Leq : 52.60 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	1.50 !	1.44 !	1.44

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-9.31	0.00	0.00	0.00	-7.62	49.45

Segment Leq : 49.45 dBA

Results segment # 6: 401SB offram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.99	0.99

ROAD (0.00 + 30.36 + 0.00) = 30.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.71	0.00	-14.83	-0.81	0.00	0.00	-16.71	30.36

Segment Leq : 30.36 dBA

Total Leq All Segments: 58.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.08	3.08

ROAD (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-9.04	-0.99	0.00	0.00	-5.00	42.36*
-90	90	0.59	57.39	0.00	-10.22	-1.33	0.00	0.00	0.00	45.84

* Bright Zone !

Segment Leq : 45.84 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	50.00	24.48	24.48

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	-0.01	51.04*
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	0.00	51.05

* Bright Zone !

Segment Leq : 51.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.91	2.91

ROAD (0.00 + 51.27 + 0.00) = 51.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.70	0.00	-11.89	-0.18	0.00	0.00	-14.37	51.27

Segment Leq : 51.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.87 !	2.87

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.71	0.00	-11.63	-0.19	0.00	0.00	-14.43	50.46

Segment Leq : 50.46 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	4.06 !	4.06

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	-3.55	45.13*
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	0.00	48.68

* Bright Zone !

Segment Leq : 48.68 dBA

Results segment # 6: 401SB offram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.02 ! 1.02

ROAD (0.00 + 28.02 + 0.00) = 28.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	59.44	0.00	-14.15	-0.60	0.00	0.00	-16.66	28.02

Segment Leq : 28.02 dBA

Total Leq All Segments: 56.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.27
(NIGHT): 56.86

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 16730/3596 veh/TimePeriod *
Medium truck volume : 872/187 veh/TimePeriod *
Heavy truck volume : 6159/1324 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28867
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.00 / 68.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 15379/3333 veh/TimePeriod *
Medium truck volume : 1182/256 veh/TimePeriod *
Heavy truck volume : 10000/2167 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 32317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 90.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.67 ! 1.67
  
```

ROAD (0.00 + 63.58 + 0.00) = 63.58 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 81.01 0.00 -9.26 -1.09 0.00 0.00 -7.08 63.58
-----
  
```

Segment Leq : 63.58 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	1.66	1.66

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.89	0.00	-11.07	-1.08	0.00	0.00	-7.01	63.73

Segment Leq : 63.73 dBA

Total Leq All Segments: 66.67 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.26	4.50	3.91	3.91

ROAD (0.00 + 65.93 + 0.00) = 65.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.34	0.00	-8.96	-0.91	0.00	0.00	-3.94	63.54*
-90	90	0.55	77.34	0.00	-10.16	-1.26	0.00	0.00	0.00	65.93

* Bright Zone !

Segment Leq : 65.93 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 4.08 ! 4.08

ROAD (0.00 + 66.00 + 0.00) = 66.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.26	0.00	-10.58	-0.90	0.00	0.00	-3.52	64.27*
-90	90	0.54	79.26	0.00	-12.01	-1.25	0.00	0.00	0.00	66.00

* Bright Zone !

Segment Leq : 66.00 dBA

Total Leq All Segments: 68.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.67
(NIGHT): 68.98

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 120.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 110.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
  
```

ROAD (0.00 + 30.65 + 0.00) = 30.65 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 61.99 0.00 -16.55 -1.23 0.00 0.00 -13.56 30.65
-----
  
```

Segment Leq : 30.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 45.12 + 0.00) = 45.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.50	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.12

Segment Leq : 45.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.99 !	2.99

ROAD (0.00 + 57.27 + 0.00) = 57.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.49	0.00	-10.41	-0.42	0.00	0.00	-14.38	57.27

Segment Leq : 57.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.10 !	3.10

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-9.60	-0.42	0.00	0.00	-14.28	55.01

Segment Leq : 55.01 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	-0.55 !	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 59.47 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 35.81 + 0.00) = 35.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.19	0.00	-15.48	-1.06	0.00	0.00	-4.96	32.69*
-90	90	0.59	54.19	0.00	-17.04	-1.33	0.00	0.00	0.00	35.81

* Bright Zone !

Segment Leq : 35.81 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.07	0.00	-6.00	-1.07	0.00	0.00	99.00	152.00
-90	90	0.59	60.07	0.00	-6.60	-1.34	0.00	0.00	0.00	52.12

* Bright Zone !

Segment Leq : 52.12 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.29	!	3.29

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.74	0.00	-9.32	-0.18	0.00	0.00	-13.94	56.29

Segment Leq : 56.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.46	!	3.46

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-8.52	-0.18	0.00	0.00	-13.74	55.54

Segment Leq : 55.54 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.50	!	4.50	!	2.50	!	4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 59.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.47
(NIGHT): 59.81

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 304.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.00 / 293.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 332.00 / 315.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 322.00 / 305.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 297.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 305.00 / 287.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_NB_ONRP (day/night)

Car traffic volume : 686/94 veh/TimePeriod
Medium truck volume : 9/1 veh/TimePeriod
Heavy truck volume : 4/1 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: 401_NB_ONRP (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 264.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 277.00 / 261.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401_SB_ONRP (day/night)

Car traffic volume : 4122/930 veh/TimePeriod *
Medium truck volume : 78/18 veh/TimePeriod *
Heavy truck volume : 278/63 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5488
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 6.20
Day (16 hrs) % of Total Volume : 81.59

Data for Segment # 6: 401_SB_ONRP (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.00 / 349.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 38.24 + 0.00) = 38.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-21.95	-1.46	0.00	0.00	0.00	38.24

Segment Leq : 38.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.74 + 0.00) = 39.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-21.67	-1.46	0.00	0.00	0.00	39.74

Segment Leq : 39.74 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.64	0.00	-13.89	-0.10	0.00	0.00	-16.36	52.29

Segment Leq : 52.29 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.61	2.61

ROAD (0.00 + 49.84 + 0.00) = 49.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	80.04	0.00	-13.69	-0.10	0.00	0.00	-16.40	49.84

Segment Leq : 49.84 dBA

Results segment # 5: 401_NB_ONRP (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	0.91	0.91

ROAD (0.00 + 19.84 + 0.00) = 19.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	52.30	0.00	-19.05	-1.17	0.00	0.00	-12.24	19.84

Segment Leq : 19.84 dBA

Results segment # 6: 401_SB_ONRP (day)

Source height = 1.58 m

ROAD (0.00 + 40.63 + 0.00) = 40.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.02	0.00	-22.94	-1.45	0.00	0.00	0.00	40.63

Segment Leq : 40.63 dBA

Total Leq All Segments: 54.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-20.56	-1.31	0.00	0.00	0.00	33.24

Segment Leq : 33.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-20.53	-1.34	0.00	0.00	0.00	32.74

Segment Leq : 32.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 49.43 + 0.00) = 49.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.92	0.00	-13.22	0.00	0.00	0.00	-16.27	49.43

Segment Leq : 49.43 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-12.97	0.00	0.00	0.00	-16.31	47.43

Segment Leq : 47.43 dBA

Results segment # 5: 401_NB_ONRP (night)

Source height = 1.01 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.01	!	4.50	!	1.08	!	1.08

ROAD (0.00 + 17.03 + 0.00) = 17.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	47.24	0.00	-17.50	-0.99	0.00	0.00	-11.72	17.03

Segment Leq : 17.03 dBA

Results segment # 6: 401_SB_ONRP (night)

Source height = 1.58 m

ROAD (0.00 + 38.86 + 0.00) = 38.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.59	0.00	-21.42	-1.30	0.00	0.00	0.00	38.86

Segment Leq : 38.86 dBA

Total Leq All Segments: 51.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.68
(NIGHT): 51.90

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 364.00 / 367.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.36
 Heavy Truck % of Total Volume : 0.68
 Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 350.00 / 353.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
 Medium truck volume : 951/176 veh/TimePeriod *
 Heavy truck volume : 8241/1528 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 4.75
 Heavy Truck % of Total Volume : 41.15
 Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 170.00 / 173.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 6.00 m
 Barrier receiver distance : 160.00 / 163.00 m
 Source elevation : 0.00 m

Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4988/1432 veh/TimePeriod *
Medium truck volume : 476/137 veh/TimePeriod *
Heavy truck volume : 3913/1124 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8024/1095 veh/TimePeriod *
Medium truck volume : 105/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9298

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.28
 Heavy Truck % of Total Volume : 0.64
 Day (16 hrs) % of Total Volume : 87.99

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 155.00 / 158.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 4.00 m
 Barrier receiver distance : 152.00 / 155.00 m
 Source elevation : 0.00 m
 Receiver elevation : 4.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 6: NBoffrmp HY3 (day/night)

Car traffic volume : 8276/1121 veh/TimePeriod *
 Medium truck volume : 156/21 veh/TimePeriod *
 Heavy truck volume : 592/80 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10247
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 6: NBoffrmp HY3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 43.00 / 46.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m

Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 7: NBoffrmp LAU (day/night)

 Car traffic volume : 5281/715 veh/TimePeriod *
 Medium truck volume : 100/13 veh/TimePeriod *
 Heavy truck volume : 378/51 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6539
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 7: NBoffrmp LAU (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 124.00 / 127.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 4 (Elevated; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Elevation : 0.00 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 2.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.49	1.49

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq


```
-----
-90    90    0.49  64.85    0.00 -20.71  -1.17    0.00    0.00   -8.06   34.92
-----
```

Segment Leq : 34.92 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.91 !          1.50 !          1.48 !          1.48
-----
```

ROAD (0.00 + 35.27 + 0.00) = 35.27 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.49  64.94    0.00 -20.45  -1.17    0.00    0.00   -8.06   35.27
-----
```

Segment Leq : 35.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.40 !          1.50 !          2.70 !          2.70
-----
```

ROAD (0.00 + 56.16 + 0.00) = 56.16 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.27  82.01    0.00 -13.42  -0.71    0.00    0.00  -11.72   56.16
-----
```

Segment Leq : 56.16 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.40 !          1.50 !          2.74 !          2.74
    
```

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.27  78.78   0.00 -12.80  -0.71   0.00   0.00 -11.68  53.59
    
```

Segment Leq : 53.59 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.89 !          1.50 !          0.98 !          0.98
    
```

ROAD (0.00 + 33.06 + 0.00) = 33.06 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.44  63.08   0.00 -14.59  -1.06   0.00   0.00 -14.37  33.06
    
```

Segment Leq : 33.06 dBA

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Results segment # 6: NBoffrmp HY3 (day)

Source height = 1.60 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          1.60 !          1.50 !          1.52 !          1.52
    
```

ROAD (0.00 + 55.25 + 0.00) = 55.25 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.00  68.24   0.00  -4.57   0.00   0.00   0.00  -8.41  55.25
    
```

Segment Leq : 55.25 dBA

Results segment # 7: NBoffrmp LAU (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	1.50	1.65	1.65

ROAD (0.00 + 43.94 + 0.00) = 43.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	66.29	0.00	-13.52	-1.13	0.00	0.00	-7.70	43.94

Segment Leq : 43.94 dBA

Total Leq All Segments: 60.04 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.38	4.38

ROAD (0.00 + 34.00 + 0.00) = 34.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-19.51	-0.99	0.00	0.00	-1.38	35.50*
-90	90	0.59	57.39	0.00	-22.05	-1.33	0.00	0.00	0.00	34.00

* Bright Zone !

Segment Leq : 34.00 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source	Receiver	Barrier	Elevation of
--------	----------	---------	--------------

Height (m)	Height (m)	Height (m)	Barrier Top (m)
0.92	4.50	4.38	4.38

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.28	0.00	-19.26	-0.99	0.00	0.00	-1.39	34.64*
-90	90	0.59	56.28	0.00	-21.77	-1.33	0.00	0.00	0.00	33.18

* Bright Zone !

Segment Leq : 33.18 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 53.26 + 0.00) = 53.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.70	0.00	-12.56	-0.50	0.00	0.00	-11.39	53.26

Segment Leq : 53.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.92	2.92

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.38	0.00	-12.00	-0.50	0.00	0.00	-11.30	52.58

Segment Leq : 52.58 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	1.03	1.03

ROAD (0.00 + 28.53 + 0.00) = 28.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	57.41	0.00	-13.79	-0.87	0.00	0.00	-14.22	28.53

Segment Leq : 28.53 dBA

Results segment # 6: NBoffrmp HY3 (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	3.74	3.74

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	-3.97	53.72*
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	0.00	57.69

* Bright Zone !

Segment Leq : 57.69 dBA

Results segment # 7: NBoffrmp LAU (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	4.41	4.41

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	60.59	0.00	-12.84	-0.95	0.00	0.00	-1.17	45.64*
-90	90	0.57	60.59	0.00	-14.54	-1.30	0.00	0.00	0.00	44.76

* Bright Zone !

Segment Leq : 44.76 dBA

Total Leq All Segments: 60.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.04
(NIGHT): 60.07

Filename: s_gh_5.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5043/430 veh/TimePeriod *
Medium truck volume : 84/7 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5610
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23702/2143 veh/TimePeriod *
Medium truck volume : 173/16 veh/TimePeriod *
Heavy truck volume : 86/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26127
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6661/1679 veh/TimePeriod *
Medium truck volume : 877/221 veh/TimePeriod *
Heavy truck volume : 7380/1860 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18677
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.88
Heavy Truck % of Total Volume : 49.47
Day (16 hrs) % of Total Volume : 79.87

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 155.00 / 158.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3024/1039 veh/TimePeriod *
Medium truck volume : 406/139 veh/TimePeriod *
Heavy truck volume : 3761/1292 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9661
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 173.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 3702/313 veh/TimePeriod
Medium truck volume : 33/3 veh/TimePeriod
Heavy truck volume : 17/1 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 14013/2166 veh/TimePeriod *
Medium truck volume : 192/30 veh/TimePeriod *
Heavy truck volume : 96/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16511
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 86.61

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 193.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

```

-----
Car traffic volume : 13689/2788 veh/TimePeriod *
Medium truck volume : 272/55 veh/TimePeriod *
Heavy truck volume : 1155/235 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08

```

Data for Segment # 7: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 148.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 41.02 + 0.00) = 41.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.44	0.00	-19.04	-1.38	0.00	0.00	0.00	41.02

Segment Leq : 41.02 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 46.23 + 0.00) = 46.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.09	0.00	-19.47	-1.39	0.00	0.00	0.00	46.23

Segment Leq : 46.23 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 56.93 + 0.00) = 56.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	81.47	0.00	-13.88	-0.84	0.00	0.00	-9.82	56.93

Segment Leq : 56.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.51	0.00	-14.48	-0.84	0.00	0.00	-9.86	53.33

Segment Leq : 53.33 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

ROAD (0.00 + 57.26 + 0.00) = 57.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.26	0.00	0.00	0.00	0.00	0.00	0.00	57.26

Segment Leq : 57.26 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.96	0.96

ROAD (0.00 + 35.58 + 0.00) = 35.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.57	0.00	-16.72	-1.17	0.00	0.00	-12.10	35.58

Segment Leq : 35.58 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.72	1.72

ROAD (0.00 + 45.72 + 0.00) = 45.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	70.97	0.00	-14.53	-1.13	0.00	0.00	-9.59	45.72

Segment Leq : 45.72 dBA

Total Leq All Segments: 61.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.98 m

ROAD (0.00 + 34.59 + 0.00) = 34.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	53.87	0.00	-18.06	-1.22	0.00	0.00	0.00	34.59

Segment Leq : 34.59 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 39.99 + 0.00) = 39.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	59.69	0.00	-18.47	-1.23	0.00	0.00	0.00	39.99

Segment Leq : 39.99 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.82	2.82

ROAD (0.00 + 55.41 + 0.00) = 55.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	78.50	0.00	-13.04	-0.64	0.00	0.00	-9.41	55.41

Segment Leq : 55.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 53.16 + 0.00) = 53.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.88	0.00	-13.59	-0.64	0.00	0.00	-9.49	53.16

Segment Leq : 53.16 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.75 m

ROAD (0.00 + 48.51 + 0.00) = 48.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.30	0.00	-0.79	0.00	0.00	0.00	0.00	48.51

Segment Leq : 48.51 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.01	1.01

ROAD (0.00 + 31.75 + 0.00) = 31.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.49	0.00	-15.81	-1.00	0.00	0.00	-11.94	31.75

Segment Leq : 31.75 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.78 ! 1.78

ROAD (0.00 + 43.01 + 0.00) = 43.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	67.07	0.00	-13.77	-0.95	0.00	0.00	-9.33	43.01

Segment Leq : 43.01 dBA

Total Leq All Segments: 58.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.26
(NIGHT): 58.19

Filename: s_gh5a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5078/433 veh/TimePeriod *
Medium truck volume : 85/7 veh/TimePeriod *
Heavy truck volume : 43/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5649
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25785/2331 veh/TimePeriod *
Medium truck volume : 188/17 veh/TimePeriod *
Heavy truck volume : 94/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4664/895 veh/TimePeriod *
Medium truck volume : 550/105 veh/TimePeriod *
Heavy truck volume : 5481/1052 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12747
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 158.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2302/791 veh/TimePeriod *
Medium truck volume : 309/106 veh/TimePeriod *
Heavy truck volume : 2863/983 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7354
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.00 / 189.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 176.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 3702/313 veh/TimePeriod
Medium truck volume : 33/3 veh/TimePeriod
Heavy truck volume : 17/1 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 14519/2245 veh/TimePeriod *
Medium truck volume : 199/31 veh/TimePeriod *
Heavy truck volume : 99/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17108
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 86.61

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 193.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

```
-----
Car traffic volume : 16876/3437 veh/TimePeriod *
Medium truck volume : 335/68 veh/TimePeriod *
Heavy truck volume : 1424/290 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 22430
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.80
Heavy Truck % of Total Volume : 7.64
Day (16 hrs) % of Total Volume : 83.08
```

Data for Segment # 7: 401SB Onramp (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 148.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 41.07 + 0.00) = 41.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.50	0.00	-19.04	-1.38	0.00	0.00	0.00	41.07

Segment Leq : 41.07 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 46.60 + 0.00) = 46.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.46	0.00	-19.47	-1.39	0.00	0.00	0.00	46.60

Segment Leq : 46.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 55.49 + 0.00) = 55.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.14	0.00	-13.99	-0.84	0.00	0.00	-9.83	55.49

Segment Leq : 55.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 52.04 + 0.00) = 52.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	77.33	0.00	-14.58	-0.84	0.00	0.00	-9.87	52.04

Segment Leq : 52.04 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

ROAD (0.00 + 57.26 + 0.00) = 57.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.26	0.00	0.00	0.00	0.00	0.00	0.00	57.26

Segment Leq : 57.26 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	0.96	0.96

ROAD (0.00 + 35.73 + 0.00) = 35.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.72	0.00	-16.72	-1.17	0.00	0.00	-12.11	35.73

Segment Leq : 35.73 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.66	1.50	1.72	1.72

ROAD (0.00 + 46.63 + 0.00) = 46.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	71.88	0.00	-14.53	-1.13	0.00	0.00	-9.59	46.63

Segment Leq : 46.63 dBA

Total Leq All Segments: 60.62 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.97 m

ROAD (0.00 + 34.61 + 0.00) = 34.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	53.89	0.00	-18.06	-1.22	0.00	0.00	0.00	34.61

Segment Leq : 34.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 40.29 + 0.00) = 40.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.00	0.00	-18.48	-1.23	0.00	0.00	0.00	40.29

Segment Leq : 40.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.82	2.82

ROAD (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	75.98	0.00	-13.14	-0.64	0.00	0.00	-9.42	52.78

Segment Leq : 52.78 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 51.88 + 0.00) = 51.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	75.69	0.00	-13.68	-0.64	0.00	0.00	-9.50	51.88

Segment Leq : 51.88 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.75 m

ROAD (0.00 + 48.51 + 0.00) = 48.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.30	0.00	-0.79	0.00	0.00	0.00	0.00	48.51

Segment Leq : 48.51 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.00	1.00

ROAD (0.00 + 31.84 + 0.00) = 31.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.61	0.00	-15.81	-1.00	0.00	0.00	-11.96	31.84

Segment Leq : 31.84 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.66 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.66 ! 4.50 ! 1.78 ! 1.78

ROAD (0.00 + 43.93 + 0.00) = 43.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	67.98	0.00	-13.77	-0.95	0.00	0.00	-9.33	43.93

Segment Leq : 43.93 dBA

Total Leq All Segments: 56.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.62
(NIGHT): 56.58

Filename: s_gh_6.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4315/413 veh/TimePeriod *
Medium truck volume : 10/1 veh/TimePeriod *
Heavy truck volume : 5/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4743
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.22
Heavy Truck % of Total Volume : 0.11
Day (16 hrs) % of Total Volume : 91.27

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 147.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7601/578 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8190
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.93

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 158.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20707/4546 veh/TimePeriod *
Medium truck volume : 1044/229 veh/TimePeriod *
Heavy truck volume : 8251/1811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36588
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.50
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 76.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 15805/3416 veh/TimePeriod *
Medium truck volume : 587/127 veh/TimePeriod *
Heavy truck volume : 3915/846 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24696
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.89
Heavy Truck % of Total Volume : 19.28
Day (16 hrs) % of Total Volume : 82.23

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 98.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.58 m

ROAD (0.00 + 49.09 + 0.00) = 49.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.00	0.00	-9.91	0.00	0.00	0.00	0.00	49.09

Segment Leq : 49.09 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.23	0.00	-10.23	0.00	0.00	0.00	0.00	51.00

Segment Leq : 51.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.43	2.43

ROAD (0.00 + 74.64 + 0.00) = 74.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.22	0.00	-7.58	0.00	0.00	0.00	-4.63	70.01*
-90	90	0.00	82.22	0.00	-7.58	0.00	0.00	0.00	0.00	74.64

* Bright Zone !

Segment Leq : 74.64 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.10	1.50	2.23	2.23

ROAD (0.00 + 70.68 + 0.00) = 70.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.57	0.00	0.00	0.00	-4.90	65.77*
-90	90	0.00	79.25	0.00	-8.57	0.00	0.00	0.00	0.00	70.68

* Bright Zone !

Segment Leq : 70.68 dBA

Total Leq All Segments: 76.13 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 41.77 + 0.00) = 41.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.60	0.00	-9.82	0.00	0.00	0.00	0.00	41.77

Segment Leq : 41.77 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 42.87 + 0.00) = 42.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.02	0.00	-10.14	0.00	0.00	0.00	0.00	42.87

Segment Leq : 42.87 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	2.80	2.80

ROAD (0.00 + 71.22 + 0.00) = 71.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.65	0.00	-7.43	0.00	0.00	0.00	-3.55	67.67*
-90	90	0.00	78.65	0.00	-7.43	0.00	0.00	0.00	0.00	71.22

* Bright Zone !

Segment Leq : 71.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.10 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.10	4.50	2.51	2.51

ROAD (0.00 + 67.16 + 0.00) = 67.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.61	0.00	-8.45	0.00	0.00	0.00	-4.47	62.68*
-90	90	0.00	75.61	0.00	-8.45	0.00	0.00	0.00	0.00	67.16

* Bright Zone !

Segment Leq : 67.16 dBA

Total Leq All Segments: 72.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.13
(NIGHT): 72.67

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4476/381 veh/TimePeriod *
Medium truck volume : 14/1 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.00 / 174.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 176.00 / 168.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 7421/475 veh/TimePeriod *
Medium truck volume : 10/1 veh/TimePeriod *
Heavy truck volume : 5/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7912
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.98

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 185.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 187.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 20707/4546 veh/TimePeriod *
Medium truck volume : 1044/229 veh/TimePeriod *
Heavy truck volume : 8251/1811 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36588
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 27.50
Day (16 hrs) % of Total Volume : 82.00

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 109.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7251/1569 veh/TimePeriod *
Medium truck volume : 450/97 veh/TimePeriod *
Heavy truck volume : 3206/694 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.00 / 129.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 127.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8749/1870 veh/TimePeriod *
Medium truck volume : 75/16 veh/TimePeriod *
Heavy truck volume : 37/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10756
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.42
Day (16 hrs) % of Total Volume : 82.39
  
```

Data for Segment # 5: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.00 / 200.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 205.00 / 197.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.63 ! 1.50 ! 0.82 ! 0.82
  
```

ROAD (0.00 + 28.72 + 0.00) = 28.72 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.39 59.28 0.00 -15.03 -0.95 0.00 0.00 -14.58 28.72
-----
  
```

Segment Leq : 28.72 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.51 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.51 !	1.50 !	0.70 !	0.70

ROAD (0.00 + 30.06 + 0.00) = 30.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	61.21	0.00	-15.42	-0.96	0.00	0.00	-14.77	30.06

Segment Leq : 30.06 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.29 !	1.50 !	3.07 !	3.07

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	82.22	0.00	-9.28	-0.11	0.00	0.00	-16.18	56.65

Segment Leq : 56.65 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	1.50 !	3.00 !	3.00

ROAD (0.00 + 51.85 + 0.00) = 51.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	78.10	0.00	-9.94	-0.10	0.00	0.00	-16.21	51.85

Segment Leq : 51.85 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.80 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.80 !	1.50 !	0.96 !	0.96

ROAD (0.00 + 32.09 + 0.00) = 32.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	62.92	0.00	-12.34	-0.23	0.00	0.00	-18.26	32.09

Segment Leq : 32.09 dBA

Total Leq All Segments: 57.92 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.71 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.71 !	1.50 !	0.91 !	0.91

ROAD (0.00 + 21.65 + 0.00) = 21.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	51.77	0.00	-14.73	-0.95	0.00	0.00	-14.44	21.65

Segment Leq : 21.65 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.50 !	1.50 !	0.69 !	0.69

ROAD (0.00 + 21.29 + 0.00) = 21.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	52.19	0.00	-15.17	-0.96	0.00	0.00	-14.77	21.29

Segment Leq : 21.29 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	1.50	!	3.13	!	3.13

ROAD (0.00 + 53.47 + 0.00) = 53.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	78.65	0.00	-8.93	-0.11	0.00	0.00	-16.15	53.47

Segment Leq : 53.47 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	3.04	!	3.04

ROAD (0.00 + 48.50 + 0.00) = 48.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	74.47	0.00	-9.67	-0.10	0.00	0.00	-16.19	48.50

Segment Leq : 48.50 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.81 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 0.81 ! 1.50 ! 0.97 ! 0.97

ROAD (0.00 + 28.59 + 0.00) = 28.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	59.24	0.00	-12.16	-0.23	0.00	0.00	-18.26	28.59

Segment Leq : 28.59 dBA

Total Leq All Segments: 54.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.92
(NIGHT): 54.69

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 4476/381 veh/TimePeriod *
Medium truck volume : 14/1 veh/TimePeriod *
Heavy truck volume : 7/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4880
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.31
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 316.00 / 313.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 6020/386 veh/TimePeriod *
Medium truck volume : 8/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6418
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.07
Day (16 hrs) % of Total Volume : 93.98

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 328.00 / 324.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17436/3833 veh/TimePeriod *
Medium truck volume : 770/169 veh/TimePeriod *
Heavy truck volume : 5930/1304 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29442
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.57
Day (16 hrs) % of Total Volume : 81.98

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.00 / 261.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 254.00 / 251.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7251/1569 veh/TimePeriod *
Medium truck volume : 450/97 veh/TimePeriod *
Heavy truck volume : 3206/694 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.00 / 279.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 273.00 / 269.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7524/1782 veh/TimePeriod *
Medium truck volume : 54/13 veh/TimePeriod *
Heavy truck volume : 27/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9406
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 80.85

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 22234/1492 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23726
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.71

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB onrmp (day/night)

```

-----
Car traffic volume : 2957/650 veh/TimePeriod *
Medium truck volume : 11/2 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 3627
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

```

Data for Segment # 7: 401SB onrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.00 / 147.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 35.85 + 0.00) = 35.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.28	0.00	-21.97	-1.46	0.00	0.00	0.00	35.85

Segment Leq : 35.85 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.51 m

ROAD (0.00 + 36.60 + 0.00) = 36.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.30	0.00	-22.24	-1.46	0.00	0.00	0.00	36.60

Segment Leq : 36.60 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.23 !	1.50 !	2.43 !	2.43

ROAD (0.00 + 52.08 + 0.00) = 52.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.86	0.00	-15.92	-0.72	0.00	0.00	-12.14	52.08

Segment Leq : 52.08 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	1.50 !	2.51 !	2.51

ROAD (0.00 + 49.13 + 0.00) = 49.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.10	0.00	-16.27	-0.71	0.00	0.00	-11.99	49.13

Segment Leq : 49.13 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 44.34 + 0.00) = 44.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.10	0.00	-16.31	-1.46	0.00	0.00	0.00	44.34

Segment Leq : 44.34 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.50 m

ROAD (0.00 + 58.57 + 0.00) = 58.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.53	0.00	-4.96	0.00	0.00	0.00	0.00	58.57

Segment Leq : 58.57 dBA

Results segment # 7: 401SB onrmp (day)

Source height = 0.67 m

ROAD (0.00 + 37.15 + 0.00) = 37.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.49	0.00	-16.88	-1.46	0.00	0.00	0.00	37.15

Segment Leq : 37.15 dBA

Total Leq All Segments: 60.02 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.71 m

ROAD (0.00 + 29.40 + 0.00) = 29.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	51.77	0.00	-21.03	-1.34	0.00	0.00	0.00	29.40

Segment Leq : 29.40 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.61 + 0.00) = 28.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.31	0.00	-21.35	-1.35	0.00	0.00	0.00	28.61

Segment Leq : 28.61 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.23 !	4.50 !	2.54 !	2.54

ROAD (0.00 + 50.12 + 0.00) = 50.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	77.29	0.00	-14.74	-0.51	0.00	0.00	-11.93	50.12

Segment Leq : 50.12 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	4.50 !	2.62 !	2.62

ROAD (0.00 + 47.14 + 0.00) = 47.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.47	0.00	-15.05	-0.50	0.00	0.00	-11.79	47.14

Segment Leq : 47.14 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

ROAD (0.00 + 42.29 + 0.00) = 42.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.82	0.00	-15.19	-1.34	0.00	0.00	0.00	42.29

Segment Leq : 42.29 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.50 m

ROAD (0.00 + 52.59 + 0.00) = 52.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.81	0.00	-2.22	0.00	0.00	0.00	0.00	52.59

Segment Leq : 52.59 dBA

Results segment # 7: 401SB onrmp (night)

Source height = 0.63 m

ROAD (0.00 + 34.60 + 0.00) = 34.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.77	0.00	-15.82	-1.35	0.00	0.00	0.00	34.60

Segment Leq : 34.60 dBA

Total Leq All Segments: 55.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.02
(NIGHT): 55.53

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9871/743 veh/TimePeriod *
Medium truck volume : 58/4 veh/TimePeriod *
Heavy truck volume : 29/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10707
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 93.00

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 349.00 / 352.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 15309/1411 veh/TimePeriod *
Medium truck volume : 119/11 veh/TimePeriod *
Heavy truck volume : 59/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16915
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.00 / 362.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17436/3833 veh/TimePeriod *
Medium truck volume : 770/169 veh/TimePeriod *
Heavy truck volume : 5930/1304 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29442
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.57
Day (16 hrs) % of Total Volume : 81.98

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 297.00 / 300.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 287.00 / 290.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7251/1569 veh/TimePeriod *
Medium truck volume : 450/97 veh/TimePeriod *
Heavy truck volume : 3206/694 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 318.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 305.00 / 308.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 22234/1492 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 23726
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.71

```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 38.96 + 0.00) = 38.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.11	0.00	-22.69	-1.46	0.00	0.00	0.00	38.96

Segment Leq : 38.96 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 40.91 + 0.00) = 40.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.26	0.00	-22.89	-1.46	0.00	0.00	0.00	40.91

Segment Leq : 40.91 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	1.50	2.40	2.40

ROAD (0.00 + 51.40 + 0.00) = 51.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.86	0.00	-16.57	-0.72	0.00	0.00	-12.17	51.40

Segment Leq : 51.40 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	1.50	2.49	2.49

ROAD (0.00 + 48.52 + 0.00) = 48.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.10	0.00	-16.86	-0.71	0.00	0.00	-12.01	48.52

Segment Leq : 48.52 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.37 + 0.00) = 55.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.53	0.00	-6.70	-1.46	0.00	0.00	0.00	55.37

Segment Leq : 55.37 dBA

Total Leq All Segments: 57.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 31.63 + 0.00) = 31.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.82	0.00	-21.84	-1.34	0.00	0.00	0.00	31.63

Segment Leq : 31.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 34.51 + 0.00) = 34.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.86	0.00	-22.01	-1.34	0.00	0.00	0.00	34.51

Segment Leq : 34.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.50	2.50

ROAD (0.00 + 49.34 + 0.00) = 49.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	77.29	0.00	-15.46	-0.51	0.00	0.00	-11.99	49.34

Segment Leq : 49.34 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.33 !	4.50 !	2.59 !	2.59

ROAD (0.00 + 46.41 + 0.00) = 46.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.47	0.00	-15.72	-0.50	0.00	0.00	-11.84	46.41

Segment Leq : 46.41 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 49.37 + 0.00) = 49.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.81	0.00	-4.08	-1.35	0.00	0.00	0.00	49.37

Segment Leq : 49.37 dBA

Total Leq All Segments: 53.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.59
(NIGHT): 53.43

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9871/743 veh/TimePeriod *
Medium truck volume : 58/4 veh/TimePeriod *
Heavy truck volume : 29/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10707
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.58
Heavy Truck % of Total Volume : 0.29
Day (16 hrs) % of Total Volume : 93.00

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 270.00 / 273.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 15309/1411 veh/TimePeriod *
Medium truck volume : 119/11 veh/TimePeriod *
Heavy truck volume : 59/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16915
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 283.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 17436/3833 veh/TimePeriod *
Medium truck volume : 770/169 veh/TimePeriod *
Heavy truck volume : 5930/1304 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29442
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.19
Heavy Truck % of Total Volume : 24.57
Day (16 hrs) % of Total Volume : 81.98

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 206.00 / 209.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 7251/1569 veh/TimePeriod *
Medium truck volume : 450/97 veh/TimePeriod *
Heavy truck volume : 3206/694 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13267
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.13
Heavy Truck % of Total Volume : 29.39
Day (16 hrs) % of Total Volume : 82.21

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 235.00 / 238.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 225.00 / 228.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 5016/1188 veh/TimePeriod *
Medium truck volume : 36/9 veh/TimePeriod *
Heavy truck volume : 18/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6270
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.71
Heavy Truck % of Total Volume : 0.35
Day (16 hrs) % of Total Volume : 80.85

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 206.00 / 209.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 203.00 / 206.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB offrmp (day/night)

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-----
Car traffic volume : 14342/1165 veh/TimePeriod *
Medium truck volume : 134/11 veh/TimePeriod *
Heavy truck volume : 67/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 15724
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.49
  
```

Data for Segment # 6: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 40.81 + 0.00) = 40.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.11	0.00	-20.84	-1.46	0.00	0.00	0.00	40.81

Segment Leq : 40.81 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.70 + 0.00) = 42.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.26	0.00	-21.10	-1.46	0.00	0.00	0.00	42.70

Segment Leq : 42.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.23	!	1.50	!	2.42	!	2.42

ROAD (0.00 + 54.24 + 0.00) = 54.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.86	0.00	-15.50	-0.85	0.00	0.00	-10.27	54.24

Segment Leq : 54.24 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.33	!	1.50	!	2.51	!	2.51

ROAD (0.00 + 51.22 + 0.00) = 51.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	78.10	0.00	-15.95	-0.85	0.00	0.00	-10.09	51.22

Segment Leq : 51.22 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	1.50	!	0.83	!	0.83

ROAD (0.00 + 29.61 + 0.00) = 29.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	60.34	0.00	-17.09	-1.18	0.00	0.00	-12.46	29.61

Segment Leq : 29.61 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.82 m

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.17	0.00	-14.87	-1.46	0.00	0.00	0.00	48.85

Segment Leq : 48.85 dBA

Total Leq All Segments: 57.04 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 33.39 + 0.00) = 33.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.82	0.00	-20.08	-1.34	0.00	0.00	0.00	33.39

Segment Leq : 33.39 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.77 m

ROAD (0.00 + 36.21 + 0.00) = 36.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.86	0.00	-20.31	-1.34	0.00	0.00	0.00	36.21

Segment Leq : 36.21 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.23 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.23	4.50	2.56	2.56

ROAD (0.00 + 52.14 + 0.00) = 52.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	77.29	0.00	-14.53	-0.65	0.00	0.00	-9.97	52.14

Segment Leq : 52.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.33 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.33	4.50	2.63	2.63

ROAD (0.00 + 49.07 + 0.00) = 49.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	74.47	0.00	-14.95	-0.64	0.00	0.00	-9.80	49.07

Segment Leq : 49.07 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.76 !	4.50 !	0.86 !	0.86

ROAD (0.00 + 27.56 + 0.00) = 27.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.07	0.00	-16.16	-1.00	0.00	0.00	-12.35	27.56

Segment Leq : 27.56 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.81 m

ROAD (0.00 + 41.41 + 0.00) = 41.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.22	0.00	-14.48	-1.34	0.00	0.00	0.00	41.41

Segment Leq : 41.41 dBA

Total Leq All Segments: 54.24 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.04
(NIGHT): 54.24

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 9566/741 veh/TimePeriod *
Medium truck volume : 41/3 veh/TimePeriod *
Heavy truck volume : 21/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10375
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.43
Heavy Truck % of Total Volume : 0.22
Day (16 hrs) % of Total Volume : 92.81

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11187/709 veh/TimePeriod *
Medium truck volume : 54/3 veh/TimePeriod *
Heavy truck volume : 27/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11982
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.48
Heavy Truck % of Total Volume : 0.24
Day (16 hrs) % of Total Volume : 94.04

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11945/2532 veh/TimePeriod *
Medium truck volume : 726/154 veh/TimePeriod *
Heavy truck volume : 5814/1232 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22404
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.93
Heavy Truck % of Total Volume : 31.45
Day (16 hrs) % of Total Volume : 82.51

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 133.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10692/2464 veh/TimePeriod *
Medium truck volume : 575/132 veh/TimePeriod *
Heavy truck volume : 4137/954 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 4238/766 veh/TimePeriod *
Medium truck volume : 17/3 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5033
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.39
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 84.70

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 185.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 182.00 / 185.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB onramp (day/night)

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Car traffic volume : 1857/408 veh/TimePeriod *
Medium truck volume : 7/2 veh/TimePeriod *
Heavy truck volume : 4/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 2278
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.37
Heavy Truck % of Total Volume : 0.19
Day (16 hrs) % of Total Volume : 81.99

```

Data for Segment # 6: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 103.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 97.00 / 100.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.68 m

ROAD (0.00 + 48.55 + 0.00) = 48.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.76	0.00	-12.76	-1.46	0.00	0.00	0.00	48.55

Segment Leq : 48.55 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 44.13 + 0.00) = 44.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.51	0.00	-17.91	-1.46	0.00	0.00	0.00	44.13

Segment Leq : 44.13 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	1.50	2.92	2.92

ROAD (0.00 + 54.93 + 0.00) = 54.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	80.63	0.00	-10.82	-0.42	0.00	0.00	-14.46	54.93

Segment Leq : 54.93 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.76	2.76

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	79.26	0.00	-11.50	-0.43	0.00	0.00	-14.63	52.70

Segment Leq : 52.70 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.66 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.66	1.50	0.74	0.74

ROAD (0.00 + 27.48 + 0.00) = 27.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	59.15	0.00	-15.77	-1.07	0.00	0.00	-14.83	27.48

Segment Leq : 27.48 dBA

Results segment # 6: 401SB onramp (day)

Source height = 0.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.68	1.50	0.82	0.82

ROAD (0.00 + 27.96 + 0.00) = 27.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.61	0.00	-11.90	-1.07	0.00	0.00	-14.67	27.96

Segment Leq : 27.96 dBA

Total Leq All Segments: 57.75 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.72 m

ROAD (0.00 + 40.92 + 0.00) = 40.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.74	0.00	-12.48	-1.34	0.00	0.00	0.00	40.92

Segment Leq : 40.92 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.73 m

ROAD (0.00 + 35.93 + 0.00) = 35.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.58	0.00	-17.31	-1.34	0.00	0.00	0.00	35.93

Segment Leq : 35.93 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.37 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.37	4.50	3.13	3.13

ROAD (0.00 + 52.50 + 0.00) = 52.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.90	0.00	-10.08	-0.18	0.00	0.00	-14.13	52.50

Segment Leq : 52.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.95	2.95

ROAD (0.00 + 50.66 + 0.00) = 50.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	75.90	0.00	-10.70	-0.19	0.00	0.00	-14.34	50.66

Segment Leq : 50.66 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.60	4.50	0.73	0.73

ROAD (0.00 + 24.02 + 0.00) = 24.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	54.62	0.00	-14.90	-0.89	0.00	0.00	-14.80	24.02

Segment Leq : 24.02 dBA

Results segment # 6: 401SB onramp (night)

Source height = 0.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.70	4.50	0.93	0.93

ROAD (0.00 + 25.54 + 0.00) = 25.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	52.15	0.00	-11.33	-0.89	0.00	0.00	-14.39	25.54

Segment Leq : 25.54 dBA

Total Leq All Segments: 54.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.75
(NIGHT): 54.93

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 7670/587 veh/TimePeriod *
Medium truck volume : 74/6 veh/TimePeriod *
Heavy truck volume : 190/15 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8541
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.93
Heavy Truck % of Total Volume : 2.39
Day (16 hrs) % of Total Volume : 92.89

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8458/905 veh/TimePeriod *
Medium truck volume : 51/5 veh/TimePeriod *
Heavy truck volume : 26/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9448
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.60
Heavy Truck % of Total Volume : 0.30
Day (16 hrs) % of Total Volume : 90.33

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13105/2879 veh/TimePeriod *
Medium truck volume : 921/202 veh/TimePeriod *
Heavy truck volume : 7703/1692 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.00 / 208.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 198.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10692/2464 veh/TimePeriod *
Medium truck volume : 575/132 veh/TimePeriod *
Heavy truck volume : 4137/954 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.00 / 228.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 223.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```
-----
Car traffic volume : 13268/915   veh/TimePeriod  *
Medium truck volume :      7/0     veh/TimePeriod  *
Heavy truck volume  :      3/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 14193
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.05
Heavy Truck % of Total Volume    : 0.02
Day (16 hrs) % of Total Volume   : 93.55
```

Data for Segment # 5: Cousineau Dr (day/night)

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth          :      0      (No woods.)
No of house rows   :      0 / 0
Surface            :      1      (Absorptive ground surface)
Receiver source distance : 33.00 / 28.00 m
Receiver height    : 1.50 / 4.50 m
Topography         :      1      (Flat/gentle slope; no barrier)
Reference angle    :      0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 1.24 m

ROAD (0.00 + 46.04 + 0.00) = 46.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.83	0.00	-17.33	-1.46	0.00	0.00	0.00	46.04

Segment Leq : 46.04 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.74 m

ROAD (0.00 + 43.22 + 0.00) = 43.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.47	0.00	-17.79	-1.46	0.00	0.00	0.00	43.22

Segment Leq : 43.22 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.69	2.69

ROAD (0.00 + 53.91 + 0.00) = 53.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.79	0.00	-13.98	-0.57	0.00	0.00	-13.33	53.91

Segment Leq : 53.91 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.54	2.54

ROAD (0.00 + 50.66 + 0.00) = 50.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.26	0.00	-14.49	-0.58	0.00	0.00	-13.53	50.66

Segment Leq : 50.66 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 54.24 + 0.00) = 54.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.38	0.00	-5.68	-1.46	0.00	0.00	0.00	54.24

Segment Leq : 54.24 dBA

Total Leq All Segments: 58.38 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.25 m

ROAD (0.00 + 39.19 + 0.00) = 39.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	56.76	0.00	-16.26	-1.32	0.00	0.00	0.00	39.19

Segment Leq : 39.19 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 37.58 + 0.00) = 37.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.79	0.00	-16.87	-1.34	0.00	0.00	0.00	37.58

Segment Leq : 37.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 51.96 + 0.00) = 51.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.22	0.00	-12.82	-0.34	0.00	0.00	-13.09	51.96

Segment Leq : 51.96 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	4.50 !	2.68 !	2.68

ROAD (0.00 + 48.92 + 0.00) = 48.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.90	0.00	-13.32	-0.35	0.00	0.00	-13.31	48.92

Segment Leq : 48.92 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 46.99 + 0.00) = 46.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.69	0.00	-4.34	-1.35	0.00	0.00	0.00	46.99

Segment Leq : 46.99 dBA

Total Leq All Segments: 54.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.38
(NIGHT): 54.76

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2334/233 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 95/9 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 124.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8097/583 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8810
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13105/2879 veh/TimePeriod *
Medium truck volume : 921/202 veh/TimePeriod *
Heavy truck volume : 7703/1692 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 182.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10692/2464 veh/TimePeriod *
Medium truck volume : 575/132 veh/TimePeriod *
Heavy truck volume : 4137/954 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.00 / 198.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 209.00 / 188.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau (day/night)

```

-----
Car traffic volume : 13268/915   veh/TimePeriod  *
Medium truck volume :      7/0     veh/TimePeriod  *
Heavy truck volume  :      3/0     veh/TimePeriod  *
Posted speed limit  :      50 km/h
Road gradient       :      0 %
Road pavement      :      1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 14193
Percentage of Annual Growth      : 0.00
Number of Years of Growth        : 0.00
Medium Truck % of Total Volume   : 0.05
Heavy Truck % of Total Volume    : 0.02
Day (16 hrs) % of Total Volume   : 93.55

```

Data for Segment # 5: Cousineau (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      2      (Reflective ground surface)
Receiver source distance : 131.00 / 128.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 43.19 + 0.00) = 43.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.00	0.00	-16.36	-1.46	0.00	0.00	0.00	43.19

Segment Leq : 43.19 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.76	0.00	-16.88	-1.46	0.00	0.00	0.00	44.42

Segment Leq : 44.42 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 54.49 + 0.00) = 54.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.79	0.00	-13.43	-0.57	0.00	0.00	-13.30	54.49

Segment Leq : 54.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.56	2.56

ROAD (0.00 + 51.01 + 0.00) = 51.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	79.26	0.00	-14.17	-0.58	0.00	0.00	-13.51	51.01

Segment Leq : 51.01 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 51.97 + 0.00) = 51.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.38	0.00	-9.41	0.00	0.00	0.00	0.00	51.97

Segment Leq : 51.97 dBA

Total Leq All Segments: 57.88 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.38 m

ROAD (0.00 + 38.09 + 0.00) = 38.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	53.83	0.00	-14.43	-1.31	0.00	0.00	0.00	38.09

Segment Leq : 38.09 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 37.88 + 0.00) = 37.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.39	0.00	-15.17	-1.34	0.00	0.00	0.00	37.88

Segment Leq : 37.88 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.93	2.93

ROAD (0.00 + 53.04 + 0.00) = 53.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.22	0.00	-11.87	-0.34	0.00	0.00	-12.97	53.04

Segment Leq : 53.04 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	4.50	!	2.74	!	2.74

ROAD (0.00 + 49.69 + 0.00) = 49.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	75.90	0.00	-12.63	-0.35	0.00	0.00	-13.23	49.69

Segment Leq : 49.69 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 43.37 + 0.00) = 43.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.69	0.00	-9.31	0.00	0.00	0.00	0.00	43.37

Segment Leq : 43.37 dBA

Total Leq All Segments: 55.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.88
(NIGHT): 55.17

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2334/233 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 95/9 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 35.00 / 38.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8097/583 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8810
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 45.00 / 48.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13105/2879 veh/TimePeriod *
Medium truck volume : 921/202 veh/TimePeriod *
Heavy truck volume : 7703/1692 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26502
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.24
Heavy Truck % of Total Volume : 35.45
Day (16 hrs) % of Total Volume : 81.99

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 10692/2464 veh/TimePeriod *
Medium truck volume : 575/132 veh/TimePeriod *
Heavy truck volume : 4137/954 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18954
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.00 / 112.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.40 ! 1.50 ! 2.29 ! 2.29
  
```

ROAD (0.00 + 40.50 + 0.00) = 40.50 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.30 61.00 0.00 -5.69 -0.78 0.00 0.00 -14.03 40.50
-----
  
```

Segment Leq : 40.50 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.84 !	1.50 !	1.62 !	1.62

ROAD (0.00 + 39.92 + 0.00) = 39.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.76	0.00	-7.02	-0.81	0.00	0.00	-15.01	39.92

Segment Leq : 39.92 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.97 !	2.97

ROAD (0.00 + 59.87 + 0.00) = 59.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.79	0.00	-9.84	-0.71	0.00	0.00	-11.36	59.87

Segment Leq : 59.87 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.76	2.76

ROAD (0.00 + 55.83 + 0.00) = 55.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	79.26	0.00	-11.00	-0.72	0.00	0.00	-11.71	55.83

Segment Leq : 55.83 dBA

Total Leq All Segments: 61.38 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.38 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.38	4.50	2.63	2.63

ROAD (0.00 + 34.35 + 0.00) = 34.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	53.83	0.00	-5.67	-0.57	0.00	0.00	-13.24	34.35

Segment Leq : 34.35 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.84	!	4.50	!	1.92	!	1.92

ROAD (0.00 + 32.55 + 0.00) = 32.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	54.39	0.00	-6.84	-0.61	0.00	0.00	-14.39	32.55

Segment Leq : 32.55 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.28	!	3.28

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.22	0.00	-9.32	-0.50	0.00	0.00	-10.70	57.71

Segment Leq : 57.71 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.28 ! 4.50 ! 3.01 ! 3.01

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.19 75.90 0.00 -10.36 -0.50 0.00 0.00 -11.19 53.84
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----

Segment Leq : 53.84 dBA

Total Leq All Segments: 59.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.38
(NIGHT): 59.23

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2334/233 veh/TimePeriod
Medium truck volume : 34/3 veh/TimePeriod
Heavy truck volume : 95/9 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.00 / 217.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8097/583 veh/TimePeriod *
Medium truck volume : 81/6 veh/TimePeriod *
Heavy truck volume : 40/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8810
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.98
Heavy Truck % of Total Volume : 0.49
Day (16 hrs) % of Total Volume : 93.28

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 228.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 15886/3421 veh/TimePeriod *
Medium truck volume : 1088/234 veh/TimePeriod *
Heavy truck volume : 9048/1948 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31625
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.18
Heavy Truck % of Total Volume : 34.77
Day (16 hrs) % of Total Volume : 82.28

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.00 / 95.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 80.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10232/2358 veh/TimePeriod *
Medium truck volume : 550/127 veh/TimePeriod *
Heavy truck volume : 3960/913 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18139
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 119.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 109.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 15206/1189 veh/TimePeriod *
Medium truck volume : 224/17 veh/TimePeriod *
Heavy truck volume : 112/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16756
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75
  
```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.40 m

ROAD (0.00 + 40.45 + 0.00) = 40.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.00	0.00	-19.09	-1.46	0.00	0.00	0.00	40.45

Segment Leq : 40.45 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.84 m

ROAD (0.00 + 41.69 + 0.00) = 41.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.76	0.00	-19.62	-1.46	0.00	0.00	0.00	41.69

Segment Leq : 41.69 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.30	3.30

ROAD (0.00 + 58.43 + 0.00) = 58.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.50	0.00	-8.51	-0.26	0.00	0.00	-15.29	58.43

Segment Leq : 58.43 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	3.00	3.00

ROAD (0.00 + 53.68 + 0.00) = 53.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	79.07	0.00	-9.66	-0.27	0.00	0.00	-15.45	53.68

Segment Leq : 53.68 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.04	0.00	-8.96	-1.46	0.00	0.00	0.00	55.62

Segment Leq : 55.62 dBA

Total Leq All Segments: 61.21 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.38 m

ROAD (0.00 + 33.11 + 0.00) = 33.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	53.83	0.00	-19.26	-1.46	0.00	0.00	0.00	33.11

Segment Leq : 33.11 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.84 m

ROAD (0.00 + 33.16 + 0.00) = 33.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.39	0.00	-19.77	-1.46	0.00	0.00	0.00	33.16

Segment Leq : 33.16 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.25	3.25

ROAD (0.00 + 54.48 + 0.00) = 54.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	78.84	0.00	-8.76	-0.26	0.00	0.00	-15.33	54.48

Segment Leq : 54.48 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.28	!	1.50	!	2.97	!	2.97

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	75.71	0.00	-9.86	-0.27	0.00	0.00	-15.47	50.10

Segment Leq : 50.10 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 46.91 + 0.00) = 46.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.99	0.00	-9.62	-1.46	0.00	0.00	0.00	46.91

Segment Leq : 46.91 dBA

Total Leq All Segments: 56.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.21
(NIGHT): 56.40

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11025/995 veh/TimePeriod *
Medium truck volume : 145/13 veh/TimePeriod *
Heavy truck volume : 72/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12257
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 276.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11425/750 veh/TimePeriod *
Medium truck volume : 159/10 veh/TimePeriod *
Heavy truck volume : 79/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.84

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 288.00 / 200.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10744/1905 veh/TimePeriod *
Medium truck volume : 768/136 veh/TimePeriod *
Heavy truck volume : 6506/1154 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21212
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.26
Heavy Truck % of Total Volume : 36.11
Day (16 hrs) % of Total Volume : 84.94

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.00 / 72.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 62.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 10232/2358 veh/TimePeriod *
Medium truck volume : 550/127 veh/TimePeriod *
Heavy truck volume : 3960/913 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18139
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.73
Heavy Truck % of Total Volume : 26.86
Day (16 hrs) % of Total Volume : 81.27

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 150.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 7213/1752 veh/TimePeriod *
Medium truck volume : 92/22 veh/TimePeriod *
Heavy truck volume : 46/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9136
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.25
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 80.46

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 121.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 111.00 / 47.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: Howard Ave (day/night)

```

-----
Car traffic volume : 15206/1189 veh/TimePeriod *
Medium truck volume : 224/17 veh/TimePeriod *
Heavy truck volume : 112/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16756
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75
  
```

Data for Segment # 6: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 40.00 / 119.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 51.82 + 0.00) = 51.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.47	0.00	-12.65	0.00	0.00	0.00	0.00	51.82

Segment Leq : 51.82 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 51.87 + 0.00) = 51.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.70	0.00	-12.83	0.00	0.00	0.00	0.00	51.87

Segment Leq : 51.87 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.95 !	2.95

ROAD (0.00 + 57.24 + 0.00) = 57.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.05	0.00	-9.38	0.00	0.00	0.00	-14.42	57.24

Segment Leq : 57.24 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.76 !	2.76

ROAD (0.00 + 54.43 + 0.00) = 54.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.07	0.00	-10.00	0.00	0.00	0.00	-14.63	54.43

Segment Leq : 54.43 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.35	1.35

ROAD (0.00 + 41.13 + 0.00) = 41.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.59	0.00	-9.07	0.00	0.00	0.00	-12.39	41.13

Segment Leq : 41.13 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 61.78 + 0.00) = 61.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.04	0.00	-4.26	0.00	0.00	0.00	0.00	61.78

Segment Leq : 61.78 dBA

Total Leq All Segments: 64.20 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 45.97 + 0.00) = 45.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.95	0.00	-10.98	0.00	0.00	0.00	0.00	45.97

Segment Leq : 45.97 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 44.58 + 0.00) = 44.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.83	0.00	-11.25	0.00	0.00	0.00	0.00	44.58

Segment Leq : 44.58 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.80	3.80

ROAD (0.00 + 56.42 + 0.00) = 56.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.54	0.00	-6.81	0.00	0.00	0.00	-13.31	56.42

Segment Leq : 56.42 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	3.39	3.39

ROAD (0.00 + 53.98 + 0.00) = 53.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.71	0.00	-7.88	0.00	0.00	0.00	-13.85	53.98

Segment Leq : 53.98 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.89	!	4.50	!	2.40	!	2.40

ROAD (0.00 + 43.04 + 0.00) = 43.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.43	0.00	-5.80	0.00	0.00	0.00	-10.59	43.04

Segment Leq : 43.04 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 49.00 + 0.00) = 49.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.99	0.00	-8.99	0.00	0.00	0.00	0.00	49.00

Segment Leq : 49.00 dBA

Total Leq All Segments: 59.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.20
(NIGHT): 59.33

Filename: s_kl_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume : 13415/1046 veh/TimePeriod *
Medium truck volume : 197/15 veh/TimePeriod *
Heavy truck volume : 99/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.77

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.50 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Howard Ave. (day/night)

```

-----
Car traffic volume : 15206/1189 veh/TimePeriod *
Medium truck volume : 224/17 veh/TimePeriod *
Heavy truck volume : 112/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16756
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75

```

Data for Segment # 2: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.00 / 60.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Laurier Ext. (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.43 ! 1.43

```

ROAD (0.00 + 48.15 + 0.00) = 48.15 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.00 65.49 0.00 -11.58 0.00 0.00 0.00 -5.76 48.15
-----

```

Segment Leq : 48.15 dBA

Results segment # 2: Howard Ave. (day)

Source height = 0.92 m

ROAD (0.00 + 60.24 + 0.00) = 60.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.04	0.00	-5.80	0.00	0.00	0.00	0.00	60.24

Segment Leq : 60.24 dBA

Total Leq All Segments: 60.50 dBA

Results segment # 1: Laurier Ext. (night)

Source height = 0.93 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.93	4.50	4.03	4.03

ROAD (0.00 + 45.80 + 0.00) = 45.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-11.64	0.00	0.00	0.00	-3.02	42.78*
-90	90	0.00	57.45	0.00	-11.64	0.00	0.00	0.00	0.00	45.80

* Bright Zone !

Segment Leq : 45.80 dBA

Results segment # 2: Howard Ave. (night)

Source height = 0.93 m

ROAD (0.00 + 51.97 + 0.00) = 51.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.99	0.00	-6.02	0.00	0.00	0.00	0.00	51.97

Segment Leq : 51.97 dBA

Total Leq All Segments: 52.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.50
(NIGHT): 52.91

Filename: s_kl_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume : 13415/1046 veh/TimePeriod *
Medium truck volume : 197/15 veh/TimePeriod *
Heavy truck volume : 99/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14780
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.77

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.00 / 104.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Howard Ave. (day/night)

Car traffic volume : 15206/1189 veh/TimePeriod *
Medium truck volume : 224/17 veh/TimePeriod *
Heavy truck volume : 112/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16756
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.75

Data for Segment # 2: Howard Ave. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Laurier Ext. (day)

Source height = 0.92 m

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.49	0.00	-8.28	0.00	0.00	0.00	0.00	57.21

Segment Leq : 57.21 dBA

Results segment # 2: Howard Ave. (day)

Source height = 0.92 m

ROAD (0.00 + 62.24 + 0.00) = 62.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.04	0.00	-3.80	0.00	0.00	0.00	0.00	62.24

Segment Leq : 62.24 dBA

Total Leq All Segments: 63.43 dBA

Results segment # 1: Laurier Ext. (night)

Source height = 0.93 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-8.41	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: Howard Ave. (night)

Source height = 0.93 m

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.99	0.00	-4.15	0.00	0.00	0.00	0.00	53.84

Segment Leq : 53.84 dBA

Total Leq All Segments: 55.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.43
(NIGHT): 55.08

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 14753/3050 veh/TimePeriod *
Medium truck volume : 711/147 veh/TimePeriod *
Heavy truck volume : 4969/1027 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24657
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.32
Day (16 hrs) % of Total Volume : 82.87

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 13784/2968 veh/TimePeriod *
Medium truck volume : 944/203 veh/TimePeriod *
Heavy truck volume : 7850/1691 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.18
Heavy Truck % of Total Volume : 34.77
Day (16 hrs) % of Total Volume : 82.28

```

Data for Segment # 2: Hwy 401 SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.00 / 101.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 NB (day)

Source height = 2.22 m

ROAD (0.00 + 63.79 + 0.00) = 63.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.12	0.00	-14.91	-1.42	0.00	0.00	0.00	63.79

Segment Leq : 63.79 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 67.16 + 0.00) = 67.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.88	0.00	-13.31	-1.41	0.00	0.00	0.00	67.16

Segment Leq : 67.16 dBA

Total Leq All Segments: 68.80 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.22 m

ROAD (0.00 + 60.76 + 0.00) = 60.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.28	0.00	-14.26	-1.26	0.00	0.00	0.00	60.76

Segment Leq : 60.76 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 64.19 + 0.00) = 64.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.22	0.00	-12.78	-1.25	0.00	0.00	0.00	64.19

Segment Leq : 64.19 dBA

Total Leq All Segments: 65.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.80
(NIGHT): 65.82

Filename: s_lm_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11025/995 veh/TimePeriod *
Medium truck volume : 145/13 veh/TimePeriod *
Heavy truck volume : 72/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12257
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.29
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11425/750 veh/TimePeriod *
Medium truck volume : 159/10 veh/TimePeriod *
Heavy truck volume : 79/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12429
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.84

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 14753/3050 veh/TimePeriod *
Medium truck volume : 711/147 veh/TimePeriod *
Heavy truck volume : 4969/1027 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24657
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.48
Heavy Truck % of Total Volume : 24.32
Day (16 hrs) % of Total Volume : 82.87

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 13784/2968 veh/TimePeriod *
Medium truck volume : 944/203 veh/TimePeriod *
Heavy truck volume : 7850/1691 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27440
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.18
Heavy Truck % of Total Volume : 34.77
Day (16 hrs) % of Total Volume : 82.28

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 485.00 / 488.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Talbot Rd (day/night)

```

-----
Car traffic volume : 23466/1823 veh/TimePeriod *
Medium truck volume : 316/25 veh/TimePeriod *
Heavy truck volume : 158/12 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 25800
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.32
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 92.79

```

Data for Segment # 5: Talbot Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 45.90 + 0.00) = 45.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.47	0.00	-17.11	-1.46	0.00	0.00	0.00	45.90

Segment Leq : 45.90 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 45.83 + 0.00) = 45.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.70	0.00	-17.42	-1.46	0.00	0.00	0.00	45.83

Segment Leq : 45.83 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.22 m

ROAD (0.00 + 53.75 + 0.00) = 53.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	80.12	0.00	-24.95	-1.42	0.00	0.00	0.00	53.75

Segment Leq : 53.75 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 55.82 + 0.00) = 55.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	81.88	0.00	-24.65	-1.41	0.00	0.00	0.00	55.82

Segment Leq : 55.82 dBA

Results segment # 5: Talbot Rd (day)

Source height = 0.90 m

ROAD (0.00 + 59.47 + 0.00) = 59.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.92	0.00	-9.99	-1.46	0.00	0.00	0.00	59.47

Segment Leq : 59.47 dBA

Total Leq All Segments: 61.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 39.12 + 0.00) = 39.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.95	0.00	-16.50	-1.34	0.00	0.00	0.00	39.12

Segment Leq : 39.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.90 m

ROAD (0.00 + 37.71 + 0.00) = 37.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.83	0.00	-16.78	-1.33	0.00	0.00	0.00	37.71

Segment Leq : 37.71 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.22 m

ROAD (0.00 + 51.44 + 0.00) = 51.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	76.28	0.00	-23.58	-1.26	0.00	0.00	0.00	51.44

Segment Leq : 51.44 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	78.22	0.00	-23.34	-1.25	0.00	0.00	0.00	53.63

Segment Leq : 53.63 dBA

Results segment # 5: Talbot Rd (night)

Source height = 0.90 m

ROAD (0.00 + 51.59 + 0.00) = 51.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	62.82	0.00	-9.90	-1.33	0.00	0.00	0.00	51.59

Segment Leq : 51.59 dBA

Total Leq All Segments: 57.23 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.99
(NIGHT): 57.23

Filename: s_Bgh_1a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5198/997 veh/TimePeriod *
Medium truck volume : 613/118 veh/TimePeriod *
Heavy truck volume : 6108/1172 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14206
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Elevation : 0.00 m
Barrier receiver distance : 228.50 / 3.10 m
Source elevation : 6.00 m
Receiver elevation : 0.00 m
Barrier elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2232/1152 veh/TimePeriod *
Medium truck volume : 330/170 veh/TimePeriod *
Heavy truck volume : 3297/1701 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.63
Heavy Truck % of Total Volume : 56.27
Day (16 hrs) % of Total Volume : 65.96

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Elevation : 0.00 m
Barrier receiver distance : 245.50 / 248.50 m
Source elevation : 6.00 m
Receiver elevation : 0.00 m
Barrier elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 505/840 veh/TimePeriod
Medium truck volume : 12/20 veh/TimePeriod
Heavy truck volume : 118/196 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 4309/349 veh/TimePeriod *
Medium truck volume : 36/3 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4716
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 1053/501 veh/TimePeriod *
Medium truck volume : 60/28 veh/TimePeriod *
Heavy truck volume : 595/283 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.86
Day (16 hrs) % of Total Volume : 67.76

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 13.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 25934/2225 veh/TimePeriod *
Medium truck volume : 441/38 veh/TimePeriod *
Heavy truck volume : 1214/104 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29956
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 25639/2492 veh/TimePeriod *
Medium truck volume : 403/39 veh/TimePeriod *
Heavy truck volume : 822/80 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29476
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 13820/1515 veh/TimePeriod *
Medium truck volume : 556/61 veh/TimePeriod *
Heavy truck volume : 1032/113 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17098
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 6.70
Day (16 hrs) % of Total Volume : 90.12

```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 54.30 + 0.00) = 54.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-3.15	0.00	0.00	0.00	0.00	54.30

Segment Leq : 54.30 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.11	8.11

ROAD (0.00 + 52.82 + 0.00) = 52.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.61	0.00	-16.01	-0.84	0.00	0.00	-10.94	52.82

Segment Leq : 52.82 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.13	8.13

ROAD (0.00 + 49.76 + 0.00) = 49.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	77.90	0.00	-16.41	-0.84	0.00	0.00	-10.89	49.76

Segment Leq : 49.76 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.08 m

ROAD (0.00 + 38.99 + 0.00) = 38.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	60.38	0.00	-20.23	-1.16	0.00	0.00	0.00	38.99

Segment Leq : 38.99 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 0.80 m

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	59.83	0.00	-13.76	-0.61	0.00	0.00	0.00	45.46

Segment Leq : 45.46 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	65.99	0.00	-16.69	-0.64	0.00	0.00	0.00	48.66

Segment Leq : 48.66 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.34	0.00	-23.28	-1.46	0.00	0.00	0.00	51.60

Segment Leq : 51.60 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.44 + 0.00) = 50.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.53	0.00	-23.63	-1.46	0.00	0.00	0.00	50.44

Segment Leq : 50.44 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.61 m

ROAD (0.00 + 65.29 + 0.00) = 65.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.85	0.00	-5.56	0.00	0.00	0.00	0.00	65.29

Segment Leq : 65.29 dBA

Total Leq All Segments: 66.34 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-0.54	0.00	0.00	0.00	0.00	49.95

Segment Leq : 49.95 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	-1.45	4.55

ROAD (0.00 + 43.31 + 0.00) = 43.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.45	0.00	-15.00	-0.64	0.00	0.00	-17.51	43.31

Segment Leq : 43.31 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.25	8.25

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	78.04	0.00	-15.37	-0.64	0.00	0.00	-10.64	51.39

Segment Leq : 51.39 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.08 m

ROAD (0.00 + 45.54 + 0.00) = 45.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	65.59	0.00	-19.06	-0.99	0.00	0.00	0.00	45.54

Segment Leq : 45.54 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 0.73 m

ROAD (0.00 + 38.47 + 0.00) = 38.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.14	51.72	0.00	-12.85	-0.40	0.00	0.00	0.00	38.47

Segment Leq : 38.47 dBA

Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	65.77	0.00	-15.55	-0.42	0.00	0.00	0.00	49.80

Segment Leq : 49.80 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.28 + 0.00) = 45.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.69	0.00	-22.10	-1.31	0.00	0.00	0.00	45.28

Segment Leq : 45.28 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.42	0.00	-22.48	-1.31	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.61 m

ROAD (0.00 + 58.46 + 0.00) = 58.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.26	0.00	-5.80	0.00	0.00	0.00	0.00	58.46

Segment Leq : 58.46 dBA

Total Leq All Segments: 60.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.34
(NIGHT): 60.65

Filename: s_gh_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6661/1679 veh/TimePeriod *
Medium truck volume : 877/221 veh/TimePeriod *
Heavy truck volume : 7380/1860 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18677
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.88
Heavy Truck % of Total Volume : 49.47
Day (16 hrs) % of Total Volume : 79.87

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 293.00 / 296.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 7.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3024/1039 veh/TimePeriod *
Medium truck volume : 406/139 veh/TimePeriod *
Heavy truck volume : 3761/1292 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9661
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 317.00 / 320.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 7.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

```
-----
Car traffic volume : 26005/2528 veh/TimePeriod *
Medium truck volume : 409/40 veh/TimePeriod *
Heavy truck volume : 834/81 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 29896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14
```

Data for Segment # 5: EC Row WB (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 54.30 + 0.00) = 54.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-3.15	0.00	0.00	0.00	0.00	54.30

Segment Leq : 54.30 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.08 + 0.00) = 62.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	81.47	0.00	-18.37	-1.03	0.00	0.00	0.00	62.08

Segment Leq : 62.08 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.63 + 0.00) = 58.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.42	78.51	0.00	-18.85	-1.03	0.00	0.00	0.00	58.63

Segment Leq : 58.63 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-23.28	-1.46	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.50 + 0.00) = 50.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.59	0.00	-23.63	-1.46	0.00	0.00	0.00	50.50

Segment Leq : 50.50 dBA

Total Leq All Segments: 64.61 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-0.54	0.00	0.00	0.00	0.00	49.95

Segment Leq : 49.95 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 60.39 + 0.00) = 60.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.50	0.00	-17.27	-0.84	0.00	0.00	0.00	60.39

Segment Leq : 60.39 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 58.32 + 0.00) = 58.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	76.88	0.00	-17.72	-0.84	0.00	0.00	0.00	58.32

Segment Leq : 58.32 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.80 + 0.00) = 45.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.10	-1.31	0.00	0.00	0.00	45.80

Segment Leq : 45.80 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.69 + 0.00) = 44.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.48	0.00	-22.48	-1.31	0.00	0.00	0.00	44.69

Segment Leq : 44.69 dBA

Total Leq All Segments: 62.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.61
(NIGHT): 62.88

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5198/997 veh/TimePeriod *
Medium truck volume : 613/118 veh/TimePeriod *
Heavy truck volume : 6108/1172 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14206
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2232/1152 veh/TimePeriod *
Medium truck volume : 330/170 veh/TimePeriod *
Heavy truck volume : 3297/1701 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8883
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.63
Heavy Truck % of Total Volume : 56.27
Day (16 hrs) % of Total Volume : 65.96

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 505/840 veh/TimePeriod
Medium truck volume : 12/20 veh/TimePeriod
Heavy truck volume : 118/196 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 4309/349 veh/TimePeriod *
Medium truck volume : 36/3 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4716
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 1053/501 veh/TimePeriod *
Medium truck volume : 60/28 veh/TimePeriod *
Heavy truck volume : 595/283 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 2521
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.86
Day (16 hrs) % of Total Volume : 67.76

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 13.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 25934/2225 veh/TimePeriod *
Medium truck volume : 441/38 veh/TimePeriod *
Heavy truck volume : 1214/104 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29956
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 25639/2492 veh/TimePeriod *
Medium truck volume : 403/39 veh/TimePeriod *
Heavy truck volume : 822/80 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29476
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 13820/1515 veh/TimePeriod *
Medium truck volume : 556/61 veh/TimePeriod *
Heavy truck volume : 1032/113 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17098
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.61
Heavy Truck % of Total Volume : 6.70
Day (16 hrs) % of Total Volume : 90.12
  
```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 54.30 + 0.00) = 54.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-3.15	0.00	0.00	0.00	0.00	54.30

Segment Leq : 54.30 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.07 + 0.00) = 62.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	80.61	0.00	-17.46	-1.09	0.00	0.00	0.00	62.07

Segment Leq : 62.07 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.93 + 0.00) = 58.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	77.90	0.00	-17.89	-1.09	0.00	0.00	0.00	58.93

Segment Leq : 58.93 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.08 m

ROAD (0.00 + 38.99 + 0.00) = 38.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	60.38	0.00	-20.23	-1.16	0.00	0.00	0.00	38.99

Segment Leq : 38.99 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 0.80 m

ROAD (0.00 + 45.46 + 0.00) = 45.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	59.83	0.00	-13.76	-0.61	0.00	0.00	0.00	45.46

Segment Leq : 45.46 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 48.66 + 0.00) = 48.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	65.99	0.00	-16.69	-0.64	0.00	0.00	0.00	48.66

Segment Leq : 48.66 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.34	0.00	-23.28	-1.46	0.00	0.00	0.00	51.60

Segment Leq : 51.60 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 50.44 + 0.00) = 50.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.53	0.00	-23.63	-1.46	0.00	0.00	0.00	50.44

Segment Leq : 50.44 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.61 m

ROAD (0.00 + 65.29 + 0.00) = 65.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.85	0.00	-5.56	0.00	0.00	0.00	0.00	65.29

Segment Leq : 65.29 dBA

Total Leq All Segments: 68.07 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-0.54	0.00	0.00	0.00	0.00	49.95

Segment Leq : 49.95 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.10 + 0.00) = 59.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	76.45	0.00	-16.45	-0.90	0.00	0.00	0.00	59.10

Segment Leq : 59.10 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 60.28 + 0.00) = 60.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	78.04	0.00	-16.85	-0.90	0.00	0.00	0.00	60.28

Segment Leq : 60.28 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.08 m

ROAD (0.00 + 45.54 + 0.00) = 45.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	65.59	0.00	-19.06	-0.99	0.00	0.00	0.00	45.54

Segment Leq : 45.54 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 0.73 m

ROAD (0.00 + 38.47 + 0.00) = 38.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.14	51.72	0.00	-12.85	-0.40	0.00	0.00	0.00	38.47

Segment Leq : 38.47 dBA

Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 49.80 + 0.00) = 49.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	65.77	0.00	-15.55	-0.42	0.00	0.00	0.00	49.80

Segment Leq : 49.80 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.28 + 0.00) = 45.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.69	0.00	-22.10	-1.31	0.00	0.00	0.00	45.28

Segment Leq : 45.28 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 44.63 + 0.00) = 44.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.42	0.00	-22.48	-1.31	0.00	0.00	0.00	44.63

Segment Leq : 44.63 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.61 m

ROAD (0.00 + 58.46 + 0.00) = 58.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.26	0.00	-5.80	0.00	0.00	0.00	0.00	58.46

Segment Leq : 58.46 dBA

Total Leq All Segments: 64.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.07
(NIGHT): 64.60

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 21590/1776 veh/TimePeriod *
Medium truck volume : 351/29 veh/TimePeriod *
Heavy truck volume : 1272/105 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25122
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 5.48
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 6661/1679 veh/TimePeriod *
Medium truck volume : 877/221 veh/TimePeriod *
Heavy truck volume : 7380/1860 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18677
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.88
Heavy Truck % of Total Volume : 49.47
Day (16 hrs) % of Total Volume : 79.87

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.00 / 226.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 213.00 / 216.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3024/1039 veh/TimePeriod *
Medium truck volume : 406/139 veh/TimePeriod *
Heavy truck volume : 3761/1292 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9661
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 241.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 231.00 / 234.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 26005/2528 veh/TimePeriod *
Medium truck volume : 409/40 veh/TimePeriod *
Heavy truck volume : 834/81 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Spring Garde (day/night)

```

-----
Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

```

Data for Segment # 6: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.53 m

ROAD (0.00 + 45.06 + 0.00) = 45.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.76	0.00	-25.24	-1.45	0.00	0.00	0.00	45.06

Segment Leq : 45.06 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 53.34 + 0.00) = 53.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.47	0.00	-14.22	-0.57	0.00	0.00	-13.34	53.34

Segment Leq : 53.34 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 49.95 + 0.00) = 49.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.51	0.00	-14.63	-0.57	0.00	0.00	-13.36	49.95

Segment Leq : 49.95 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.31 + 0.00) = 53.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-22.08	-1.46	0.00	0.00	0.00	53.31

Segment Leq : 53.31 dBA

Results segment # 5: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 51.64 + 0.00) = 51.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.59	0.00	-22.50	-1.46	0.00	0.00	0.00	51.64

Segment Leq : 51.64 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.53 + 0.00) = 50.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.45	0.00	-5.46	-1.46	0.00	0.00	0.00	50.53

Segment Leq : 50.53 dBA

Total Leq All Segments: 59.14 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.53 m

ROAD (0.00 + 38.80 + 0.00) = 38.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	63.93	0.00	-23.83	-1.30	0.00	0.00	0.00	38.80

Segment Leq : 38.80 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.80	2.80

ROAD (0.00 + 51.80 + 0.00) = 51.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.50	0.00	-13.23	-0.34	0.00	0.00	-13.13	51.80

Segment Leq : 51.80 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 49.77 + 0.00) = 49.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.88	0.00	-13.60	-0.34	0.00	0.00	-13.17	49.77

Segment Leq : 49.77 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.18 + 0.00) = 47.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-20.71	-1.31	0.00	0.00	0.00	47.18

Segment Leq : 47.18 dBA

Results segment # 5: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 45.98 + 0.00) = 45.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.48	0.00	-21.19	-1.31	0.00	0.00	0.00	45.98

Segment Leq : 45.98 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 46.81 + 0.00) = 46.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.50	0.00	-2.34	-1.35	0.00	0.00	0.00	46.81

Segment Leq : 46.81 dBA

Total Leq All Segments: 55.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.14
(NIGHT): 55.95

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 26692/2195 veh/TimePeriod *
Medium truck volume : 433/36 veh/TimePeriod *
Heavy truck volume : 1573/129 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31059
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 5.48
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 326.00 / 329.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 4664/895 veh/TimePeriod *
Medium truck volume : 550/105 veh/TimePeriod *
Heavy truck volume : 5481/1052 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12747
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2302/791 veh/TimePeriod *
Medium truck volume : 309/106 veh/TimePeriod *
Heavy truck volume : 2863/983 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7354
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: EC E rp2 401 (day/night)

Car traffic volume : 505/840 veh/TimePeriod
Medium truck volume : 12/20 veh/TimePeriod
Heavy truck volume : 118/196 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: EC E rp2 401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 25934/2225 veh/TimePeriod *
Medium truck volume : 441/38 veh/TimePeriod *
Heavy truck volume : 1214/104 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29956
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 25639/2492 veh/TimePeriod *
Medium truck volume : 403/39 veh/TimePeriod *
Heavy truck volume : 822/80 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29476
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 4309/349 veh/TimePeriod *
Medium truck volume : 36/3 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4716
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 92.50

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

```

-----
Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

```

Data for Segment # 8: Spring Garde (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.53 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.68	0.00	-22.18	-1.45	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.09	3.09

ROAD (0.00 + 57.29 + 0.00) = 57.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.14	0.00	-9.38	-0.57	0.00	0.00	-12.90	57.29

Segment Leq : 57.29 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.96	2.96

ROAD (0.00 + 53.32 + 0.00) = 53.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	77.33	0.00	-10.40	-0.57	0.00	0.00	-13.04	53.32

Segment Leq : 53.32 dBA

Results segment # 4: EC E rp2 401 (day)

Source height = 2.08 m

ROAD (0.00 + 43.24 + 0.00) = 43.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	59.13	0.00	-14.46	-1.43	0.00	0.00	0.00	43.24

Segment Leq : 43.24 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 52.80 + 0.00) = 52.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.34	0.00	-22.08	-1.46	0.00	0.00	0.00	52.80

Segment Leq : 52.80 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.53	0.00	-22.50	-1.46	0.00	0.00	0.00	51.57

Segment Leq : 51.57 dBA

Results segment # 7: 401SB Offrmp (day)

Source height = 0.80 m

ROAD (0.00 + 33.57 + 0.00) = 33.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.83	0.00	-24.80	-1.46	0.00	0.00	0.00	33.57

Segment Leq : 33.57 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 54.16 + 0.00) = 54.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.45	0.00	-3.29	0.00	0.00	0.00	0.00	54.16

Segment Leq : 54.16 dBA

Total Leq All Segments: 61.61 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.53 m

ROAD (0.00 + 42.49 + 0.00) = 42.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.84	0.00	-21.04	-1.30	0.00	0.00	0.00	42.49

Segment Leq : 42.49 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.39	3.39

ROAD (0.00 + 54.45 + 0.00) = 54.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.98	0.00	-8.85	-0.34	0.00	0.00	-12.34	54.45

Segment Leq : 54.45 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.22	3.22

ROAD (0.00 + 53.01 + 0.00) = 53.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.69	0.00	-9.76	-0.34	0.00	0.00	-12.58	53.01

Segment Leq : 53.01 dBA

Results segment # 4: EC E rp2 401 (night)

Source height = 2.08 m

ROAD (0.00 + 50.03 + 0.00) = 50.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	64.34	0.00	-13.04	-1.27	0.00	0.00	0.00	50.03

Segment Leq : 50.03 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.69	0.00	-20.71	-1.31	0.00	0.00	0.00	46.67

Segment Leq : 46.67 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 45.92 + 0.00) = 45.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.42	0.00	-21.19	-1.31	0.00	0.00	0.00	45.92

Segment Leq : 45.92 dBA

Results segment # 7: 401SB Offrmp (night)

Source height = 0.73 m

ROAD (0.00 + 26.62 + 0.00) = 26.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	51.72	0.00	-23.76	-1.34	0.00	0.00	0.00	26.62

Segment Leq : 26.62 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 49.04 + 0.00) = 49.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.50	0.00	-1.46	0.00	0.00	0.00	0.00	49.04

Segment Leq : 49.04 dBA

Total Leq All Segments: 58.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.61
(NIGHT): 58.83

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: S.Service Rd (day/night)

Car traffic volume : 21590/1776 veh/TimePeriod *
Medium truck volume : 351/29 veh/TimePeriod *
Heavy truck volume : 1272/105 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 25122
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 5.48
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 2: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 253.00 / 250.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: N.Service Rd (day/night)

Car traffic volume : 25230/2572 veh/TimePeriod *
Medium truck volume : 311/32 veh/TimePeriod *
Heavy truck volume : 157/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 3: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 6661/1679 veh/TimePeriod *
Medium truck volume : 877/221 veh/TimePeriod *
Heavy truck volume : 7380/1860 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18677
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.88
Heavy Truck % of Total Volume : 49.47
Day (16 hrs) % of Total Volume : 79.87

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Hwy 401 NB (day/night)

Car traffic volume : 3024/1039 veh/TimePeriod *
Medium truck volume : 406/139 veh/TimePeriod *
Heavy truck volume : 3761/1292 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9661
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.00 / 189.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 176.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 29132/2499 veh/TimePeriod *
Medium truck volume : 496/43 veh/TimePeriod *
Heavy truck volume : 1364/117 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33650
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

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Car traffic volume : 26005/2528 veh/TimePeriod *
Medium truck volume : 409/40 veh/TimePeriod *
Heavy truck volume : 834/81 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 29896
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

```

Data for Segment # 7: EC Row WB (day/night)

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-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.45	0.00	-6.51	-1.46	0.00	0.00	0.00	49.49

Segment Leq : 49.49 dBA

Results segment # 2: S.Service Rd (day)

Source height = 1.53 m

ROAD (0.00 + 59.49 + 0.00) = 59.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.76	0.00	-12.27	0.00	0.00	0.00	0.00	59.49

Segment Leq : 59.49 dBA

Results segment # 3: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 44.43 + 0.00) = 44.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.98	0.00	-22.10	-1.46	0.00	0.00	0.00	44.43

Segment Leq : 44.43 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 54.89 + 0.00) = 54.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	81.47	0.00	-12.76	-0.57	0.00	0.00	-13.25	54.89

Segment Leq : 54.89 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.73	2.73

ROAD (0.00 + 51.39 + 0.00) = 51.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.51	0.00	-13.26	-0.57	0.00	0.00	-13.29	51.39

Segment Leq : 51.39 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.28 + 0.00) = 51.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.85	0.00	-24.11	-1.46	0.00	0.00	0.00	51.28

Segment Leq : 51.28 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.70 + 0.00) = 49.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.59	0.00	-24.44	-1.46	0.00	0.00	0.00	49.70

Segment Leq : 49.70 dBA

Total Leq All Segments: 62.25 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.50	0.00	-0.87	-1.35	0.00	0.00	0.00	48.27

Segment Leq : 48.27 dBA

Results segment # 2: S.Service Rd (night)

Source height = 1.53 m

ROAD (0.00 + 51.71 + 0.00) = 51.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.93	0.00	-12.22	0.00	0.00	0.00	0.00	51.71

Segment Leq : 51.71 dBA

Results segment # 3: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.08	0.00	-21.21	-1.33	0.00	0.00	0.00	38.54

Segment Leq : 38.54 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.93	2.93

ROAD (0.00 + 53.29 + 0.00) = 53.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.50	0.00	-11.90	-0.34	0.00	0.00	-12.97	53.29

Segment Leq : 53.29 dBA

Results segment # 5: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.88	2.88

ROAD (0.00 + 51.15 + 0.00) = 51.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.88	0.00	-12.36	-0.34	0.00	0.00	-13.03	51.15

Segment Leq : 51.15 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.20	0.00	-22.87	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.93 + 0.00) = 43.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.48	0.00	-23.24	-1.31	0.00	0.00	0.00	43.93

Segment Leq : 43.93 dBA

Total Leq All Segments: 57.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.25
(NIGHT): 57.94

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 5485/553 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6038
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.84

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27212/2774 veh/TimePeriod *
Medium truck volume : 335/34 veh/TimePeriod *
Heavy truck volume : 169/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30541
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.21
Heavy Truck % of Total Volume : 0.61
Day (16 hrs) % of Total Volume : 90.75

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: S.Service Rd (day/night)

Car traffic volume : 26692/2195 veh/TimePeriod *
Medium truck volume : 433/36 veh/TimePeriod *
Heavy truck volume : 1573/129 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 31059
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.51
Heavy Truck % of Total Volume : 5.48
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 3: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 253.00 / 250.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 4664/895 veh/TimePeriod *
Medium truck volume : 550/105 veh/TimePeriod *
Heavy truck volume : 5481/1052 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12747
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 55.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Hwy 401 NB (day/night)

Car traffic volume : 2302/791 veh/TimePeriod *
Medium truck volume : 309/106 veh/TimePeriod *
Heavy truck volume : 2863/983 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7354
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 62.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 25934/2225 veh/TimePeriod *
Medium truck volume : 441/38 veh/TimePeriod *
Heavy truck volume : 1214/104 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29956
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.60
Heavy Truck % of Total Volume : 4.40
Day (16 hrs) % of Total Volume : 92.10

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 25639/2492 veh/TimePeriod *
Medium truck volume : 403/39 veh/TimePeriod *
Heavy truck volume : 822/80 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29476
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.50
Heavy Truck % of Total Volume : 3.06
Day (16 hrs) % of Total Volume : 91.14

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB offrmp (day/night)

```

-----
Car traffic volume : 4309/349 veh/TimePeriod *
Medium truck volume : 36/3 veh/TimePeriod *
Heavy truck volume : 18/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 4716
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.82
Heavy Truck % of Total Volume : 0.41
Day (16 hrs) % of Total Volume : 92.50
  
```

Data for Segment # 8: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	57.45	0.00	-6.51	-1.46	0.00	0.00	0.00	49.49

Segment Leq : 49.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.88 m

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.31	0.00	-22.10	-1.46	0.00	0.00	0.00	44.76

Segment Leq : 44.76 dBA

Results segment # 3: S.Service Rd (day)

Source height = 1.53 m

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.68	0.00	-20.36	-1.45	0.00	0.00	0.00	50.87

Segment Leq : 50.87 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.57	3.57

ROAD (0.00 + 60.70 + 0.00) = 60.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.14	0.00	-6.55	-0.57	0.00	0.00	-12.32	60.70

Segment Leq : 60.70 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.25	3.25

ROAD (0.00 + 55.78 + 0.00) = 55.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	77.33	0.00	-8.26	-0.57	0.00	0.00	-12.72	55.78

Segment Leq : 55.78 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 50.78 + 0.00) = 50.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.34	0.00	-24.11	-1.46	0.00	0.00	0.00	50.78

Segment Leq : 50.78 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.32 m

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.53	0.00	-24.44	-1.46	0.00	0.00	0.00	49.63

Segment Leq : 49.63 dBA

Results segment # 8: 401SB offrmp (day)

Source height = 0.80 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.83	0.00	-20.70	-1.46	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Total Leq All Segments: 63.04 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 48.27 + 0.00) = 48.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	50.50	0.00	-0.87	-1.35	0.00	0.00	0.00	48.27

Segment Leq : 48.27 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.88 m

ROAD (0.00 + 38.85 + 0.00) = 38.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.39	0.00	-21.21	-1.33	0.00	0.00	0.00	38.85

Segment Leq : 38.85 dBA

Results segment # 3: S.Service Rd (night)

Source height = 1.53 m

ROAD (0.00 + 44.36 + 0.00) = 44.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.84	0.00	-19.17	-1.30	0.00	0.00	0.00	44.36

Segment Leq : 44.36 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.05	4.05

ROAD (0.00 + 58.01 + 0.00) = 58.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.98	0.00	-6.34	-0.34	0.00	0.00	-11.29	58.01

Segment Leq : 58.01 dBA

Results segment # 5: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.61	3.61

ROAD (0.00 + 55.49 + 0.00) = 55.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	75.69	0.00	-7.85	-0.34	0.00	0.00	-12.01	55.49

Segment Leq : 55.49 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 44.51 + 0.00) = 44.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	68.69	0.00	-22.87	-1.31	0.00	0.00	0.00	44.51

Segment Leq : 44.51 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.32 m

ROAD (0.00 + 43.87 + 0.00) = 43.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.42	0.00	-23.24	-1.31	0.00	0.00	0.00	43.87

Segment Leq : 43.87 dBA

Results segment # 8: 401SB offrmp (night)

Source height = 0.73 m

ROAD (0.00 + 30.43 + 0.00) = 30.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	51.72	0.00	-19.94	-1.34	0.00	0.00	0.00	30.43

Segment Leq : 30.43 dBA

Total Leq All Segments: 60.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.04
(NIGHT): 60.58

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5043/430 veh/TimePeriod *
Medium truck volume : 84/7 veh/TimePeriod *
Heavy truck volume : 42/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5610
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 23702/2143 veh/TimePeriod *
Medium truck volume : 173/16 veh/TimePeriod *
Heavy truck volume : 86/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 26127
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 6661/1679 veh/TimePeriod *
Medium truck volume : 877/221 veh/TimePeriod *
Heavy truck volume : 7380/1860 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18677
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.88
Heavy Truck % of Total Volume : 49.47
Day (16 hrs) % of Total Volume : 79.87

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 3024/1039 veh/TimePeriod *
Medium truck volume : 406/139 veh/TimePeriod *
Heavy truck volume : 3761/1292 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9661
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 134.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 55.80 + 0.00) = 55.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.44	0.00	-5.64	0.00	0.00	0.00	0.00	55.80

Segment Leq : 55.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 52.33 + 0.00) = 52.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.09	0.00	-13.31	-1.46	0.00	0.00	0.00	52.33

Segment Leq : 52.33 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.96	2.96

ROAD (0.00 + 55.99 + 0.00) = 55.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.47	0.00	-10.66	-0.42	0.00	0.00	-14.41	55.99

Segment Leq : 55.99 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.89	2.89

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	78.51	0.00	-11.33	-0.42	0.00	0.00	-14.47	52.29

Segment Leq : 52.29 dBA

Total Leq All Segments: 60.48 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.98 m

ROAD (0.00 + 48.91 + 0.00) = 48.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.87	0.00	-4.96	0.00	0.00	0.00	0.00	48.91

Segment Leq : 48.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.78 m

ROAD (0.00 + 40.95 + 0.00) = 40.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	59.69	0.00	-17.40	-1.34	0.00	0.00	0.00	40.95

Segment Leq : 40.95 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.31	3.31

ROAD (0.00 + 55.16 + 0.00) = 55.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	78.50	0.00	-9.24	-0.18	0.00	0.00	-13.92	55.16

Segment Leq : 55.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.19 ! 3.19

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	76.88	0.00	-9.90	-0.18	0.00	0.00	-14.06	52.74

Segment Leq : 52.74 dBA

Total Leq All Segments: 57.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.48
(NIGHT): 57.83

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5078/433 veh/TimePeriod *
Medium truck volume : 85/7 veh/TimePeriod *
Heavy truck volume : 43/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5649
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.63
Heavy Truck % of Total Volume : 0.82
Day (16 hrs) % of Total Volume : 92.15

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25785/2331 veh/TimePeriod *
Medium truck volume : 188/17 veh/TimePeriod *
Heavy truck volume : 94/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28423
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.72
Heavy Truck % of Total Volume : 0.36
Day (16 hrs) % of Total Volume : 91.71

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 4664/895 veh/TimePeriod *
Medium truck volume : 550/105 veh/TimePeriod *
Heavy truck volume : 5481/1052 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12747
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.14
Heavy Truck % of Total Volume : 51.25
Day (16 hrs) % of Total Volume : 83.90

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 84.00 / 68.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 74.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 2302/791 veh/TimePeriod *
Medium truck volume : 309/106 veh/TimePeriod *
Heavy truck volume : 2863/983 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7354
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.64
Heavy Truck % of Total Volume : 52.30
Day (16 hrs) % of Total Volume : 74.43

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 86.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 92.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.95 m

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.50	0.00	-5.64	0.00	0.00	0.00	0.00	55.85

Segment Leq : 55.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.77 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.46	0.00	-13.31	-1.46	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.48	3.48

ROAD (0.00 + 56.38 + 0.00) = 56.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.14	0.00	-7.73	-0.10	0.00	0.00	-15.94	56.38

Segment Leq : 56.38 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.29	3.29

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	77.33	0.00	-8.60	-0.10	0.00	0.00	-16.05	52.58

Segment Leq : 52.58 dBA

Total Leq All Segments: 60.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.97 m

ROAD (0.00 + 48.93 + 0.00) = 48.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.89	0.00	-4.96	0.00	0.00	0.00	0.00	48.93

Segment Leq : 48.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.76 m

ROAD (0.00 + 41.25 + 0.00) = 41.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.00	0.00	-17.41	-1.34	0.00	0.00	0.00	41.25

Segment Leq : 41.25 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.18	4.18

ROAD (0.00 + 54.05 + 0.00) = 54.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.98	0.00	-6.56	0.00	0.00	0.00	-15.37	54.05

Segment Leq : 54.05 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.81 ! 3.81

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	75.69	0.00	-7.58	0.00	0.00	0.00	-15.59	52.52

Segment Leq : 52.52 dBA

Total Leq All Segments: 57.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.74
(NIGHT): 57.20

Filename: n_ghlaba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 132.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.00 / 116.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 113.00 / -3.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```
-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

* Refers to calculated road volumes based on the following input:

```
24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
```

Data for Segment # 5: Labelle St (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
```

ROAD (0.00 + 28.80 + 0.00) = 28.80 dBA

```
-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 60.14 0.00 -16.55 -1.23 0.00 0.00 -13.56 28.80
-----
```

Segment Leq : 28.80 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.78 !	1.50 !	-0.57 !	1.43

ROAD (0.00 + 45.48 + 0.00) = 45.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.86	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.48

Segment Leq : 45.48 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	3.04 !	3.04

ROAD (0.00 + 54.50 + 0.00) = 54.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.86	0.00	-10.08	-0.10	0.00	0.00	-16.18	54.50

Segment Leq : 54.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.14	3.14

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.24	0.00	-9.44	-0.10	0.00	0.00	-16.13	52.58

Segment Leq : 52.58 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	-0.55	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 56.99 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 33.94 + 0.00) = 33.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	52.32	0.00	-15.48	-1.06	0.00	0.00	-4.96	30.82*
-90	90	0.59	52.32	0.00	-17.04	-1.33	0.00	0.00	0.00	33.94

* Bright Zone !

Segment Leq : 33.94 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.51 + 0.00) = 52.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.45	0.00	-6.00	-1.07	0.00	0.00	99.00	152.39
-90	90	0.59	60.45	0.00	-6.60	-1.34	0.00	0.00	0.00	52.51

* Bright Zone !

Segment Leq : 52.51 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.77	14.77

ROAD (0.00 + 60.85 + 0.00) = 60.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-9.54	0.00	0.00	0.00	99.00	166.29
-90	90	0.54	76.83	0.00	-14.72	-1.25	0.00	0.00	0.00	60.85

* Bright Zone !

Segment Leq : 60.85 dBA

Results segment # 4: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	14.81	14.81

ROAD (0.00 + 61.95 + 0.00) = 61.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.91	0.00	-8.88	0.00	0.00	0.00	99.00	167.03
-90	90	0.54	76.91	0.00	-13.71	-1.25	0.00	0.00	0.00	61.95

* Bright Zone !

Segment Leq : 61.95 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.50	!	4.50	!	2.50	!	4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 64.73 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.99
(NIGHT): 64.73

Filename: n_gh2aba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 1.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 102.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 84.00 / 87.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 74.00 / 77.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 145.00 / 148.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.41 ! 40.41
2.N.Service Rd ! 0.78 ! 47.01 ! 47.01
3.Hwy 401 SB ! 2.40 ! 58.25 ! 58.25
4.Hwy 401 NB ! 2.40 ! 56.62 ! 56.62
5.401NB offrmp ! 0.91 ! 47.20 ! 47.20
6.401SB on rmp ! 1.70 ! 53.24 ! 53.24
-----+-----+-----+
Total 61.62 dBA
  
```

Result summary (night)

	!	source	!	Road	!	Total
	!	height	!	Leq	!	Leq
	!	(m)	!	(dBA)	!	(dBA)
1.S.Service Rd	!	0.95	!	40.41	!	40.41
2.N.Service Rd	!	0.79	!	47.48	!	47.48
3.Hwy 401 SB	!	2.40	!	54.52	!	54.52
4.Hwy 401 NB	!	2.40	!	55.66	!	55.66
5.401NB offrmp	!	0.91	!	49.71	!	49.71
6.401SB on rmp	!	1.70	!	49.14	!	49.14
		Total				59.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.62
(NIGHT): 59.51

Filename: n_gh2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Elevation : 0.00 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 110.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 100.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 91.00 / 94.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 81.00 / 84.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 58.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

```

-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 6: 401SB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 5.00 / 8.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Result summary (day)

```

-----
! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+
1.S.Service Rd ! 0.97 ! 40.50 ! 40.50
2.N.Service Rd ! 0.79 ! 46.06 ! 46.06
3.Hwy 401 SB ! 2.40 ! 58.40 ! 58.40
4.Hwy 401 NB ! 2.40 ! 56.18 ! 56.18
5.401NB offrmp ! 0.91 ! 47.04 ! 47.04
6.401SB on rmp ! 1.70 ! 48.56 ! 48.56
-----+-----+-----+
Total 61.07 dBA
  
```

Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.S.Service Rd	! 0.95 !	40.41	! 40.41
2.N.Service Rd	! 0.79 !	46.40	! 46.40
3.Hwy 401 SB	! 2.40 !	55.89	! 55.89
4.Hwy 401 NB	! 2.40 !	55.14	! 55.14
5.401NB offrmp	! 0.90 !	49.51	! 49.51
6.401SB on rmp	! 1.69 !	52.13	! 52.13
	Total		60.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.07
 (NIGHT): 60.09

Filename: n_gh2m.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 172.00 / 165.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 162.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 154.00 / 147.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 144.00 / 144.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31
  
```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.49 + 0.00) = 46.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.99	0.00	-14.11	-1.38	0.00	0.00	0.00	46.49

Segment Leq : 46.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 52.75 + 0.00) = 52.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.50	0.00	-13.36	-1.39	0.00	0.00	0.00	52.75

Segment Leq : 52.75 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.49	0.00	-14.12	-0.84	0.00	0.00	-9.84	57.69

Segment Leq : 57.69 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 55.20 + 0.00) = 55.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	79.32	0.00	-13.48	-0.84	0.00	0.00	-9.79	55.20

Segment Leq : 55.20 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.14 + 0.00) = 38.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.98	0.00	-14.62	-1.17	0.00	0.00	-12.05	38.14

Segment Leq : 38.14 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	71.44	0.00	-16.01	-1.13	0.00	0.00	-9.50	44.80

Segment Leq : 44.80 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 61.40 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.06 + 0.00) = 40.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.19	0.00	-12.90	-1.22	0.00	0.00	0.00	40.06

Segment Leq : 40.06 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 46.70 + 0.00) = 46.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.07	0.00	-12.13	-1.23	0.00	0.00	0.00	46.70

Segment Leq : 46.70 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.53	2.53

ROAD (0.00 + 52.99 + 0.00) = 52.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	79.74	0.00	-12.94	-0.64	0.00	0.00	-13.16	52.99

Segment Leq : 52.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	2.54	!	2.54

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.98	0.00	-12.32	-0.64	0.00	0.00	-13.12	51.90

Segment Leq : 51.90 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.90	!	4.50	!	1.05	!	1.05

ROAD (0.00 + 34.57 + 0.00) = 34.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.81	0.00	-13.43	-1.00	0.00	0.00	-11.81	34.57

Segment Leq : 34.57 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.69	!	4.50	!	1.79	!	1.79

ROAD (0.00 + 42.14 + 0.00) = 42.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	67.17	0.00	-14.80	-0.95	0.00	0.00	-9.28	42.14

Segment Leq : 42.14 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 56.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.40
(NIGHT): 56.90

Filename: n_gh2ma.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 112.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 93.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 163.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 160.00 / 153.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 142.00 / 135.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 5: 401NB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 142.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 139.00 / 132.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB on rmp (day/night)

Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

Data for Segment # 6: 401SB on rmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 176.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 180.00 / 173.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: Grand Marais (day/night)

```

-----
Car traffic volume : 8162/777 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.31

```

Data for Segment # 7: Grand Marais (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 65.00 / 40.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 46.52 + 0.00) = 46.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	62.01	0.00	-14.11	-1.38	0.00	0.00	0.00	46.52

Segment Leq : 46.52 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 53.11 + 0.00) = 53.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.86	0.00	-13.36	-1.39	0.00	0.00	0.00	53.11

Segment Leq : 53.11 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.64	!	2.64

ROAD (0.00 + 56.13 + 0.00) = 56.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.86	0.00	-14.05	-0.84	0.00	0.00	-9.83	56.13

Segment Leq : 56.13 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.67	!	2.67

ROAD (0.00 + 54.21 + 0.00) = 54.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.24	0.00	-13.41	-0.84	0.00	0.00	-9.79	54.21

Segment Leq : 54.21 dBA

Results segment # 5: 401NB offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.98	0.98

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	66.14	0.00	-14.62	-1.17	0.00	0.00	-12.04	38.30

Segment Leq : 38.30 dBA

Results segment # 6: 401SB on rmp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.74	1.74

ROAD (0.00 + 46.00 + 0.00) = 46.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	72.65	0.00	-16.01	-1.13	0.00	0.00	-9.50	46.00

Segment Leq : 46.00 dBA

Results segment # 7: Grand Marais (day)

Source height = 0.50 m

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.18	0.00	-6.37	0.00	0.00	0.00	0.00	52.81

Segment Leq : 52.81 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 40.08 + 0.00) = 40.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.20	0.00	-12.90	-1.22	0.00	0.00	0.00	40.08

Segment Leq : 40.08 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 47.09 + 0.00) = 47.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.45	0.00	-12.13	-1.23	0.00	0.00	0.00	47.09

Segment Leq : 47.09 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 53.93 + 0.00) = 53.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.83	0.00	-12.88	-0.64	0.00	0.00	-9.38	53.93

Segment Leq : 53.93 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	2.89 !	2.89

ROAD (0.00 + 54.76 + 0.00) = 54.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.91	0.00	-12.25	-0.64	0.00	0.00	-9.27	54.76

Segment Leq : 54.76 dBA

Results segment # 5: 401NB offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	4.50 !	1.06 !	1.06

ROAD (0.00 + 34.78 + 0.00) = 34.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	61.00	0.00	-13.43	-1.00	0.00	0.00	-11.79	34.78

Segment Leq : 34.78 dBA

Results segment # 6: 401SB on rmp (night)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
1.70 !	4.50 !	1.79 !	1.79

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	68.38	0.00	-14.80	-0.95	0.00	0.00	-9.28	43.35

Segment Leq : 43.35 dBA

Results segment # 7: Grand Marais (night)

Source height = 0.50 m

ROAD (0.00 + 47.72 + 0.00) = 47.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	51.98	0.00	-4.26	0.00	0.00	0.00	0.00	47.72

Segment Leq : 47.72 dBA

Total Leq All Segments: 58.40 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 58.40

Filename: n_gh_3ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4903/452 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 33.00 / 36.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8130/633 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8774
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 23.00 / 26.00 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.52 m
Elevation : 0.00 m
Barrier receiver distance : 8.00 / 11.00 m
Source elevation : 2.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 96.00 / 99.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 86.00 / 89.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 17150/3839 veh/TimePeriod *
Medium truck volume : 692/155 veh/TimePeriod *
Heavy truck volume : 4763/1066 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27665
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 75.00 / 78.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 65.00 / 68.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.59 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.59	1.50	1.76	1.76

ROAD (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	-4.83	51.31*
-90	90	0.00	59.57	0.00	-3.42	0.00	0.00	0.00	0.00	56.14

* Bright Zone !

Segment Leq : 56.14 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	1.50	1.85	1.85

ROAD (0.00 + 59.66 + 0.00) = 59.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	-4.64	55.02*
-90	90	0.00	61.51	0.00	-1.86	0.00	0.00	0.00	0.00	59.66

* Bright Zone !

Segment Leq : 59.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.46	2.46

ROAD (0.00 + 74.96 + 0.00) = 74.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	-4.57	70.39*
-90	90	0.00	83.02	0.00	-8.06	0.00	0.00	0.00	0.00	74.96

* Bright Zone !

Segment Leq : 74.96 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.32	2.32

ROAD (0.00 + 73.04 + 0.00) = 73.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	-4.79	68.25*
-90	90	0.00	80.03	0.00	-6.99	0.00	0.00	0.00	0.00	73.04

* Bright Zone !

Segment Leq : 73.04 dBA

Total Leq All Segments: 77.23 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	3.95	3.95

ROAD (0.00 + 48.61 + 0.00) = 48.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	-0.22	48.39*
-90	90	0.00	52.41	0.00	-3.80	0.00	0.00	0.00	0.00	48.61

* Bright Zone !

Segment Leq : 48.61 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	3.65	3.65

ROAD (0.00 + 51.01 + 0.00) = 51.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	-0.24	50.78*
-90	90	0.00	53.40	0.00	-2.39	0.00	0.00	0.00	0.00	51.01

* Bright Zone !

Segment Leq : 51.01 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.76	2.76

ROAD (0.00 + 71.22 + 0.00) = 71.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	-3.73	67.50*
-90	90	0.00	79.42	0.00	-8.20	0.00	0.00	0.00	0.00	71.22

* Bright Zone !

Segment Leq : 71.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.70	2.70

ROAD (0.00 + 69.38 + 0.00) = 69.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	-3.92	65.47*
-90	90	0.00	76.54	0.00	-7.16	0.00	0.00	0.00	0.00	69.38

* Bright Zone !

Segment Leq : 69.38 dBA

Total Leq All Segments: 73.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 77.23
(NIGHT): 73.45

Filename: n_hi_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5190/427 veh/TimePeriod *
Medium truck volume : 17/1 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 117.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 107.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 6641/419 veh/TimePeriod *
Medium truck volume : 9/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 101.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 95.00 / 91.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 150.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7732/1760 veh/TimePeriod *
Medium truck volume : 53/12 veh/TimePeriod *
Heavy truck volume : 27/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9590
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 288.00 / 291.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: Cabana Rd (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49

```

Data for Segment # 6: Cabana Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 25.00 / 30.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.63 ! 1.50 ! 1.21 ! 1.21

```

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.33 59.93 0.00 -11.83 -0.83 0.00 0.00 -14.10 33.18
-----

```

Segment Leq : 33.18 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	1.17	!	1.17

ROAD (0.00 + 34.45 + 0.00) = 34.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	60.71	0.00	-11.24	-0.83	0.00	0.00	-14.18	34.45

Segment Leq : 34.45 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

ROAD (0.00 + 63.18 + 0.00) = 63.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	81.77	0.00	-17.17	-1.42	0.00	0.00	0.00	63.18

Segment Leq : 63.18 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

ROAD (0.00 + 60.80 + 0.00) = 60.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	78.59	0.00	-16.37	-1.42	0.00	0.00	0.00	60.80

Segment Leq : 60.80 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 39.43 + 0.00) = 39.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.19	0.00	-21.30	-1.46	0.00	0.00	0.00	39.43

Segment Leq : 39.43 dBA

Results segment # 6: Cabana Rd (day)

Source height = 0.50 m

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.53	0.00	-3.68	-1.46	0.00	0.00	0.00	57.39

Segment Leq : 57.39 dBA

Total Leq All Segments: 65.85 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.69	4.50	1.56	1.56

ROAD (0.00 + 27.18 + 0.00) = 27.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	52.19	0.00	-10.82	-0.62	0.00	0.00	-13.57	27.18

Segment Leq : 27.18 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.50	4.50	1.49	1.49

ROAD (0.00 + 27.07 + 0.00) = 27.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	51.66	0.00	-10.27	-0.63	0.00	0.00	-13.69	27.07

Segment Leq : 27.07 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

ROAD (0.00 + 60.86 + 0.00) = 60.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	78.19	0.00	-16.07	-1.26	0.00	0.00	0.00	60.86

Segment Leq : 60.86 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	74.75	0.00	-15.24	-1.26	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

ROAD (0.00 + 36.91 + 0.00) = 36.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.75	0.00	-20.50	-1.34	0.00	0.00	0.00	36.91

Segment Leq : 36.91 dBA

Results segment # 6: Cabana Rd (night)

Source height = 0.50 m

ROAD (0.00 + 48.46 + 0.00) = 48.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	54.63	0.00	-4.82	-1.35	0.00	0.00	0.00	48.46

Segment Leq : 48.46 dBA

Total Leq All Segments: 62.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.85
(NIGHT): 62.93

Filename: n_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11192/822 veh/TimePeriod *
Medium truck volume : 64/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 92.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16103/1523 veh/TimePeriod *
Medium truck volume : 129/12 veh/TimePeriod *
Heavy truck volume : 65/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17838
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 81.00 / 84.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 147.00 / 150.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 137.00 / 140.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cabana (day/night)

```

-----
Car traffic volume : 17648/1433 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19081
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.49
  
```

Data for Segment # 5: Cabana (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 49.10 + 0.00) = 49.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-13.08	-1.46	0.00	0.00	0.00	49.10

Segment Leq : 49.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 51.90 + 0.00) = 51.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.52	0.00	-12.16	-1.46	0.00	0.00	0.00	51.90

Segment Leq : 51.90 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.63 !	2.63

ROAD (0.00 + 59.99 + 0.00) = 59.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.77	0.00	-9.91	0.00	0.00	0.00	-11.87	59.99

Segment Leq : 59.99 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.69 !	2.69

ROAD (0.00 + 57.59 + 0.00) = 57.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.59	0.00	-9.21	0.00	0.00	0.00	-11.80	57.59

Segment Leq : 57.59 dBA

Results segment # 5: Cabana (day)

Source height = 0.50 m

ROAD (0.00 + 55.26 + 0.00) = 55.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.53	0.00	-7.27	0.00	0.00	0.00	0.00	55.26

Segment Leq : 55.26 dBA

Total Leq All Segments: 63.31 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 41.12 + 0.00) = 41.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.24	0.00	-12.78	-1.34	0.00	0.00	0.00	41.12

Segment Leq : 41.12 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-11.91	-1.34	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.83	2.83

ROAD (0.00 + 56.70 + 0.00) = 56.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.19	0.00	-10.00	0.00	0.00	0.00	-11.49	56.70

Segment Leq : 56.70 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	2.92 !	2.92

ROAD (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.75	0.00	-9.31	0.00	0.00	0.00	-11.34	54.10

Segment Leq : 54.10 dBA

Results segment # 5: Cabana (night)

Source height = 0.50 m

ROAD (0.00 + 47.20 + 0.00) = 47.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.63	0.00	-7.43	0.00	0.00	0.00	0.00	47.20

Segment Leq : 47.20 dBA

Total Leq All Segments: 59.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.31
(NIGHT): 59.15

Filename: n_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10160/788 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11023
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 101.00 / 104.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11774/765 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 48/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12692
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11977/2581 veh/TimePeriod *
Medium truck volume : 871/188 veh/TimePeriod *
Heavy truck volume : 7224/1557 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24397
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 35.99
Day (16 hrs) % of Total Volume : 82.27

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 115.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 107.00 / 110.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 97.00 / 100.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_SB_OFFR (day/night)

```

-----
Car traffic volume : 5992/1364 veh/TimePeriod *
Medium truck volume : 41/9 veh/TimePeriod *
Heavy truck volume : 21/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 7431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

```

Data for Segment # 5: 401_SB_OFFR (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 141.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.06	0.00	-13.75	-1.46	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-9.75	-1.46	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.81	2.81

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	81.51	0.00	-11.72	-0.71	0.00	0.00	-11.58	57.49

Segment Leq : 57.49 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	1.50	2.76	2.76

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.59	0.00	-10.89	-0.72	0.00	0.00	-11.71	55.27

Segment Leq : 55.27 dBA

Results segment # 5: 401_SB_OFFR (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.77	!	1.50	!	0.85	!	0.85

ROAD (0.00 + 32.87 + 0.00) = 32.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.08	0.00	-14.62	-1.18	0.00	0.00	-12.42	32.87

Segment Leq : 32.87 dBA

Total Leq All Segments: 60.64 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.71 m

ROAD (0.00 + 40.28 + 0.00) = 40.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.03	0.00	-13.40	-1.34	0.00	0.00	0.00	40.28

Segment Leq : 40.28 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 44.23 + 0.00) = 44.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.27	0.00	-9.69	-1.34	0.00	0.00	0.00	44.23

Segment Leq : 44.23 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	4.50 !	3.03 !	3.03

ROAD (0.00 + 55.22 + 0.00) = 55.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.85	0.00	-11.02	-0.50	0.00	0.00	-11.12	55.22

Segment Leq : 55.22 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	4.50 !	3.02 !	3.02

ROAD (0.00 + 52.81 + 0.00) = 52.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.75	0.00	-10.27	-0.50	0.00	0.00	-11.17	52.81

Segment Leq : 52.81 dBA

Results segment # 5: 401_SB_OFFR (night)

Source height = 0.78 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.78 ! 4.50 ! 0.92 ! 0.92

ROAD (0.00 + 30.62 + 0.00) = 30.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.68	0.00	-13.87	-1.00	0.00	0.00	-12.19	30.62

Segment Leq : 30.62 dBA

Total Leq All Segments: 57.50 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.64
(NIGHT): 57.50

Filename: n_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8257/647 veh/TimePeriod *
Medium truck volume : 79/6 veh/TimePeriod *
Heavy truck volume : 241/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9249
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 254.00 / 257.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8780/930 veh/TimePeriod *
Medium truck volume : 50/5 veh/TimePeriod *
Heavy truck volume : 25/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9792
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 224.00 / 227.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 188.00 / 191.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 178.00 / 181.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76
  
```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.29 m

ROAD (0.00 + 43.68 + 0.00) = 43.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.53	0.00	-20.40	-1.46	0.00	0.00	0.00	43.68

Segment Leq : 43.68 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.57	0.00	-19.49	-1.46	0.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 55.46 + 0.00) = 55.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.64	0.00	-13.32	-0.57	0.00	0.00	-13.29	55.46

Segment Leq : 55.46 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.66	2.66

ROAD (0.00 + 53.40 + 0.00) = 53.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.16	0.00	-12.79	-0.58	0.00	0.00	-13.40	53.40

Segment Leq : 53.40 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 41.81 + 0.00) = 41.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.55	0.00	-17.29	-1.46	0.00	0.00	0.00	41.81

Segment Leq : 41.81 dBA

Total Leq All Segments: 57.95 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 36.73 + 0.00) = 36.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.49	0.00	-19.45	-1.31	0.00	0.00	0.00	36.73

Segment Leq : 36.73 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 35.75 + 0.00) = 35.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.88	0.00	-18.79	-1.34	0.00	0.00	0.00	35.75

Segment Leq : 35.75 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.88	2.88

ROAD (0.00 + 53.14 + 0.00) = 53.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.92	0.00	-12.41	-0.34	0.00	0.00	-13.04	53.14

Segment Leq : 53.14 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.83	!	2.83

ROAD (0.00 + 50.88 + 0.00) = 50.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.28	0.00	-11.93	-0.35	0.00	0.00	-13.12	50.88

Segment Leq : 50.88 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.09	0.00	-16.79	-1.35	0.00	0.00	0.00	34.95

Segment Leq : 34.95 dBA

Total Leq All Segments: 55.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.95
(NIGHT): 55.32

Filename: n_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 156.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 164.00 / 150.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 160.00 / 145.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 154.00 / 139.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 114.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 106.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 96.00 / 81.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Rd (day/night)

```

-----
Car traffic volume : 11190/1005 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 12195
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 91.76
  
```

Data for Segment # 5: Cousineau Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Segment # 1: S.Service Rd (day)

Source height = 1.46 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.46 ! 1.50 ! 1.57 ! 1.57
  
```

ROAD (0.00 + 36.33 + 0.00) = 36.33 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----
-90 90 0.48 61.65 0.00 -15.62 -1.14 0.00 0.00 -8.56 36.33
-----
  
```

Segment Leq : 36.33 dBA

Segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.81	!	1.50	!	0.95	!	0.95

ROAD (0.00 + 35.89 + 0.00) = 35.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	62.86	0.00	-15.43	-1.18	0.00	0.00	-10.37	35.89

Segment Leq : 35.89 dBA

Segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	2.81	!	2.81

ROAD (0.00 + 58.67 + 0.00) = 58.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.64	0.00	-11.68	-0.71	0.00	0.00	-11.58	58.67

Segment Leq : 58.67 dBA

Segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.79	2.79

ROAD (0.00 + 56.95 + 0.00) = 56.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.16	0.00	-10.84	-0.72	0.00	0.00	-11.66	56.95

Segment Leq : 56.95 dBA

Segment # 5: Cousineau Rd (day)

Source height = 0.50 m

ROAD (0.00 + 60.55 + 0.00) = 60.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.55	0.00	0.00	0.00	0.00	0.00	0.00	60.55

Segment Leq : 60.55 dBA

Total Leq All Segments: 63.76 dBA

Segment # 1: S.Service Rd (night)

Source height = 1.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.39	4.50	1.63	1.63

ROAD (0.00 + 31.61 + 0.00) = 31.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	55.11	0.00	-14.17	-0.97	0.00	0.00	-8.37	31.61

Segment Leq : 31.61 dBA

Segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.10	!	1.10

ROAD (0.00 + 29.77 + 0.00) = 29.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	54.60	0.00	-13.89	-1.00	0.00	0.00	-9.93	29.77

Segment Leq : 29.77 dBA

Segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.15	!	3.15

ROAD (0.00 + 57.36 + 0.00) = 57.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.92	0.00	-10.14	-0.50	0.00	0.00	-10.93	57.36

Segment Leq : 57.36 dBA

Segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	3.20	!	3.20

ROAD (0.00 + 55.62 + 0.00) = 55.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.28	0.00	-9.29	-0.50	0.00	0.00	-10.87	55.62

Segment Leq : 55.62 dBA

Segment # 5: Cousineau Rd (night)

Source height = 0.50 m

ROAD (0.00 + 52.30 + 0.00) = 52.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.09	0.00	-0.79	0.00	0.00	0.00	0.00	52.30

Segment Leq : 52.30 dBA

Total Leq All Segments: 60.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.76
(NIGHT): 60.34

Filename: n_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 70.00 / 73.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 58.00 / 61.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16744/3710 veh/TimePeriod *
Medium truck volume : 1164/258 veh/TimePeriod *
Heavy truck volume : 9668/2142 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.22
Heavy Truck % of Total Volume : 35.06
Day (16 hrs) % of Total Volume : 81.86

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 108.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 95.00 / 98.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 124.00 / 127.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 114.00 / 117.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

```

-----
Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14

```

Data for Segment # 5: Howard Ave (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 210.00 / 204.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 49.08 + 0.00) = 49.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-11.11	-1.46	0.00	0.00	0.00	49.08

Segment Leq : 49.08 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-9.75	-1.46	0.00	0.00	0.00	51.66

Segment Leq : 51.66 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.17	3.17

ROAD (0.00 + 57.88 + 0.00) = 57.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.78	0.00	-9.24	-0.26	0.00	0.00	-15.40	57.88

Segment Leq : 57.88 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.98	2.98

ROAD (0.00 + 54.26 + 0.00) = 54.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	80.04	0.00	-10.05	-0.27	0.00	0.00	-15.46	54.26

Segment Leq : 54.26 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-11.46	0.00	0.00	0.00	0.00	54.92

Segment Leq : 54.92 dBA

Total Leq All Segments: 61.52 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 1.39 m

ROAD (0.00 + 42.99 + 0.00) = 42.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-10.81	-1.31	0.00	0.00	0.00	42.99

 Segment Leq : 42.99 dBA

Results segment # 2: N.Service Rd (night)

 Source height = 0.83 m

ROAD (0.00 + 43.58 + 0.00) = 43.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-9.69	-1.34	0.00	0.00	0.00	43.58

 Segment Leq : 43.58 dBA

Results segment # 3: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.43	3.43

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.25	0.00	-8.60	-0.01	0.00	0.00	-15.03	55.61

 Segment Leq : 55.61 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	4.50	!	3.20	!	3.20

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.01	76.71	0.00	-9.33	-0.02	0.00	0.00	-15.28	52.09

Segment Leq : 52.09 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-11.34	0.00	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Total Leq All Segments: 57.89 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.52
(NIGHT): 57.89

Filename: n_kl_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 53.00 / 66.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 50.00 m
Receiver height : 1.50 / 50.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
Medium truck volume : 951/176 veh/TimePeriod *
Heavy truck volume : 8241/1528 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.75
Heavy Truck % of Total Volume : 41.15
Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 194.00 / 197.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 184.00 / 187.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 176.00 / 185.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 166.00 / 175.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard Ave (day/night)

Car traffic volume : 17562/1293 veh/TimePeriod *
Medium truck volume : 213/16 veh/TimePeriod *
Heavy truck volume : 107/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19199
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.19
Heavy Truck % of Total Volume : 0.60
Day (16 hrs) % of Total Volume : 93.14

Data for Segment # 5: Howard Ave (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 128.00 / 131.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 13.00 / 16.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB offram (day/night)

```

-----
Car traffic volume : 7385/1746 veh/TimePeriod *
Medium truck volume : 96/23 veh/TimePeriod *
Heavy truck volume : 48/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
    
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 9309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.88
    
```

Data for Segment # 6: 401SB offram (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 200.00 / 213.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 197.00 / 210.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
    
```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.90 ! 1.50 ! 1.35 ! 1.35
    
```

ROAD (0.00 + 47.32 + 0.00) = 47.32 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.49 64.85 0.00 -8.20 -1.17 0.00 0.00 -8.18 47.32
-----
    
```

Segment Leq : 47.32 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.91 !	1.50 !	1.29 !	1.29

ROAD (0.00 + 49.25 + 0.00) = 49.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	64.94	0.00	-5.86	-1.17	0.00	0.00	-8.67	49.25

Segment Leq : 49.25 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.77 !	2.77

ROAD (0.00 + 54.19 + 0.00) = 54.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.01	0.00	-12.82	-0.42	0.00	0.00	-14.59	54.19

Segment Leq : 54.19 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	1.50	!	2.72	!	2.72

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.04	0.00	-12.36	-0.43	0.00	0.00	-14.65	52.60

Segment Leq : 52.60 dBA

Results segment # 5: Howard Ave (day)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.88	!	1.50	!	1.44	!	1.44

ROAD (0.00 + 49.45 + 0.00) = 49.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.38	0.00	-9.31	0.00	0.00	0.00	-7.62	49.45

Segment Leq : 49.45 dBA

Results segment # 6: 401SB offram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	0.99	0.99

ROAD (0.00 + 30.36 + 0.00) = 30.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.71	0.00	-14.83	-0.81	0.00	0.00	-16.71	30.36

Segment Leq : 30.36 dBA

Total Leq All Segments: 58.27 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	3.08	3.08

ROAD (0.00 + 45.84 + 0.00) = 45.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-9.04	-0.99	0.00	0.00	-5.00	42.36*
-90	90	0.59	57.39	0.00	-10.22	-1.33	0.00	0.00	0.00	45.84

* Bright Zone !

Segment Leq : 45.84 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.92	50.00	24.48	24.48

ROAD (0.00 + 51.05 + 0.00) = 51.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	-0.01	51.04*
-90	90	0.00	56.28	0.00	-5.23	0.00	0.00	0.00	0.00	51.05

* Bright Zone !

Segment Leq : 51.05 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.91	2.91

ROAD (0.00 + 51.27 + 0.00) = 51.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.70	0.00	-11.89	-0.18	0.00	0.00	-14.37	51.27

Segment Leq : 51.27 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	4.50 !	2.87 !	2.87

ROAD (0.00 + 50.46 + 0.00) = 50.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.71	0.00	-11.63	-0.19	0.00	0.00	-14.43	50.46

Segment Leq : 50.46 dBA

Results segment # 5: Howard Ave (night)

Source height = 0.88 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.88 !	4.50 !	4.06 !	4.06

ROAD (0.00 + 48.68 + 0.00) = 48.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	-3.55	45.13*
-90	90	0.00	58.09	0.00	-9.41	0.00	0.00	0.00	0.00	48.68

* Bright Zone !

Segment Leq : 48.68 dBA

Results segment # 6: 401SB offram (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.89 ! 4.50 ! 1.02 ! 1.02

ROAD (0.00 + 28.02 + 0.00) = 28.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	59.44	0.00	-14.15	-0.60	0.00	0.00	-16.66	28.02

Segment Leq : 28.02 dBA

Total Leq All Segments: 56.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.27
(NIGHT): 56.86

Filename: n_lm_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy401 NB/EB (day/night)

Car traffic volume : 16730/3596 veh/TimePeriod *
Medium truck volume : 872/187 veh/TimePeriod *
Heavy truck volume : 6159/1324 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28867
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy401 NB/EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.00 / 68.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy401 SB/WB (day/night)

```

-----
Car traffic volume : 15379/3333 veh/TimePeriod *
Medium truck volume : 1182/256 veh/TimePeriod *
Heavy truck volume : 10000/2167 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 32317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19
  
```

Data for Segment # 2: Hwy401 SB/WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 90.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 15.00 / 18.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: Hwy401 NB/EB (day)

Source height = 2.26 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.26 ! 1.50 ! 1.67 ! 1.67
  
```

ROAD (0.00 + 63.58 + 0.00) = 63.58 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.45 81.01 0.00 -9.26 -1.09 0.00 0.00 -7.08 63.58
-----
  
```

Segment Leq : 63.58 dBA

Results segment # 2: Hwy401 SB/WB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	1.66	!	1.66

ROAD (0.00 + 63.73 + 0.00) = 63.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	82.89	0.00	-11.07	-1.08	0.00	0.00	-7.01	63.73

Segment Leq : 63.73 dBA

Total Leq All Segments: 66.67 dBA

Results segment # 1: Hwy401 NB/EB (night)

Source height = 2.26 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.26	!	4.50	!	3.91	!	3.91

ROAD (0.00 + 65.93 + 0.00) = 65.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.34	0.00	-8.96	-0.91	0.00	0.00	-3.94	63.54*
-90	90	0.55	77.34	0.00	-10.16	-1.26	0.00	0.00	0.00	65.93

* Bright Zone !

Segment Leq : 65.93 dBA

Results segment # 2: Hwy401 SB/WB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 4.08 ! 4.08

ROAD (0.00 + 66.00 + 0.00) = 66.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	79.26	0.00	-10.58	-0.90	0.00	0.00	-3.52	64.27*
-90	90	0.54	79.26	0.00	-12.01	-1.25	0.00	0.00	0.00	66.00

* Bright Zone !

Segment Leq : 66.00 dBA

Total Leq All Segments: 68.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.67
(NIGHT): 68.98

Filename: n_gh_1ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 181.00 / 178.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / -1.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 120.00 / 113.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 110.00 / 103.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 95.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 92.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Labelle St (day/night)

```

-----
Car traffic volume : 5377/576 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5953
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 90.33
  
```

Data for Segment # 5: Labelle St (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 75.00 / 71.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.43 m
Barrier receiver distance : 4.00 / 0.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 2.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! -0.51 ! 1.49
  
```

ROAD (0.00 + 30.65 + 0.00) = 30.65 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.53 61.99 0.00 -16.55 -1.23 0.00 0.00 -13.56 30.65
-----
  
```

Segment Leq : 30.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.79 !	1.50 !	-0.56 !	1.44

ROAD (0.00 + 45.12 + 0.00) = 45.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	67.50	0.00	-7.18	-1.24	0.00	0.00	-13.97	45.12

Segment Leq : 45.12 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.99 !	2.99

ROAD (0.00 + 57.27 + 0.00) = 57.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.49	0.00	-10.41	-0.42	0.00	0.00	-14.38	57.27

Segment Leq : 57.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	1.50	!	3.10	!	3.10

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-9.60	-0.42	0.00	0.00	-14.28	55.01

Segment Leq : 55.01 dBA

Results segment # 5: Labelle St (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	-0.55	!	1.45

ROAD (0.00 + 31.53 + 0.00) = 31.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	57.37	0.00	-10.79	-1.26	0.00	0.00	-13.79	31.53

Segment Leq : 31.53 dBA

Total Leq All Segments: 59.47 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.95	4.50	2.48	4.48

ROAD (0.00 + 35.81 + 0.00) = 35.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	54.19	0.00	-15.48	-1.06	0.00	0.00	-4.96	32.69*
-90	90	0.59	54.19	0.00	-17.04	-1.33	0.00	0.00	0.00	35.81

* Bright Zone !

Segment Leq : 35.81 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.79	4.50	2.60	4.60

ROAD (0.00 + 52.12 + 0.00) = 52.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	60.07	0.00	-6.00	-1.07	0.00	0.00	99.00	152.00
-90	90	0.59	60.07	0.00	-6.60	-1.34	0.00	0.00	0.00	52.12

* Bright Zone !

Segment Leq : 52.12 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.29	!	3.29

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.74	0.00	-9.32	-0.18	0.00	0.00	-13.94	56.29

Segment Leq : 56.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.46	!	3.46

ROAD (0.00 + 55.54 + 0.00) = 55.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-8.52	-0.18	0.00	0.00	-13.74	55.54

Segment Leq : 55.54 dBA

Results segment # 5: Labelle St (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
0.50	!	4.50	!	2.50	!	4.50

ROAD (0.00 + 38.52 + 0.00) = 38.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	50.68	0.00	-9.82	-1.09	0.00	0.00	99.00	138.77
-90	90	0.60	50.68	0.00	-10.80	-1.35	0.00	0.00	0.00	38.52

* Bright Zone !

Segment Leq : 38.52 dBA

Total Leq All Segments: 59.81 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.47
(NIGHT): 59.81

Filename: n_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/303 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 304.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 303.00 / 293.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 332.00 / 315.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 322.00 / 305.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 297.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 305.00 / 287.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401_NB_ONRP (day/night)

Car traffic volume : 686/94 veh/TimePeriod
Medium truck volume : 9/1 veh/TimePeriod
Heavy truck volume : 4/1 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 5: 401_NB_ONRP (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 264.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 277.00 / 261.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401_SB_ONRP (day/night)

Car traffic volume : 4122/930 veh/TimePeriod *
Medium truck volume : 78/18 veh/TimePeriod *
Heavy truck volume : 278/63 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5488
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 6.20
Day (16 hrs) % of Total Volume : 81.59

Data for Segment # 6: 401_SB_ONRP (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 363.00 / 349.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 38.24 + 0.00) = 38.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-21.95	-1.46	0.00	0.00	0.00	38.24

Segment Leq : 38.24 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 39.74 + 0.00) = 39.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-21.67	-1.46	0.00	0.00	0.00	39.74

Segment Leq : 39.74 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	82.64	0.00	-13.89	-0.10	0.00	0.00	-16.36	52.29

Segment Leq : 52.29 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	2.61	2.61

ROAD (0.00 + 49.84 + 0.00) = 49.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	80.04	0.00	-13.69	-0.10	0.00	0.00	-16.40	49.84

Segment Leq : 49.84 dBA

Results segment # 5: 401_NB_ONRP (day)

Source height = 0.87 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.87	1.50	0.91	0.91

ROAD (0.00 + 19.84 + 0.00) = 19.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	52.30	0.00	-19.05	-1.17	0.00	0.00	-12.24	19.84

Segment Leq : 19.84 dBA

Results segment # 6: 401_SB_ONRP (day)

Source height = 1.58 m

ROAD (0.00 + 40.63 + 0.00) = 40.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.02	0.00	-22.94	-1.45	0.00	0.00	0.00	40.63

Segment Leq : 40.63 dBA

Total Leq All Segments: 54.68 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 33.24 + 0.00) = 33.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-20.56	-1.31	0.00	0.00	0.00	33.24

Segment Leq : 33.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	54.60	0.00	-20.53	-1.34	0.00	0.00	0.00	32.74

Segment Leq : 32.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 49.43 + 0.00) = 49.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	78.92	0.00	-13.22	0.00	0.00	0.00	-16.27	49.43

Segment Leq : 49.43 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.32	!	4.50	!	2.73	!	2.73

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-12.97	0.00	0.00	0.00	-16.31	47.43

Segment Leq : 47.43 dBA

Results segment # 5: 401_NB_ONRP (night)

Source height = 1.01 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
1.01	!	4.50	!	1.08	!	1.08

ROAD (0.00 + 17.03 + 0.00) = 17.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	47.24	0.00	-17.50	-0.99	0.00	0.00	-11.72	17.03

Segment Leq : 17.03 dBA

Results segment # 6: 401_SB_ONRP (night)

Source height = 1.58 m

ROAD (0.00 + 38.86 + 0.00) = 38.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	61.59	0.00	-21.42	-1.30	0.00	0.00	0.00	38.86

Segment Leq : 38.86 dBA

Total Leq All Segments: 51.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.68
(NIGHT): 51.90

Filename: n_kl_2ba.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 364.00 / 367.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.05 m
Barrier receiver distance : 9.00 / 12.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.36
 Heavy Truck % of Total Volume : 0.68
 Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 350.00 / 353.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
 Medium truck volume : 951/176 veh/TimePeriod *
 Heavy truck volume : 8241/1528 veh/TimePeriod *
 Posted speed limit : 100 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 4.75
 Heavy Truck % of Total Volume : 41.15
 Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 170.00 / 173.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 6.00 m
 Barrier receiver distance : 160.00 / 163.00 m
 Source elevation : 0.00 m

Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 4988/1432 veh/TimePeriod *
Medium truck volume : 476/137 veh/TimePeriod *
Heavy truck volume : 3913/1124 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12071
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.08
Heavy Truck % of Total Volume : 41.73
Day (16 hrs) % of Total Volume : 77.69

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 152.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: NBonrmp Hwy3 (day/night)

Car traffic volume : 8024/1095 veh/TimePeriod *
Medium truck volume : 105/14 veh/TimePeriod *
Heavy truck volume : 52/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9298

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.28
 Heavy Truck % of Total Volume : 0.64
 Day (16 hrs) % of Total Volume : 87.99

Data for Segment # 5: NBonrmp Hwy3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 155.00 / 158.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 4.00 m
 Barrier receiver distance : 152.00 / 155.00 m
 Source elevation : 0.00 m
 Receiver elevation : 4.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 6: NBoffrmp HY3 (day/night)

Car traffic volume : 8276/1121 veh/TimePeriod *
 Medium truck volume : 156/21 veh/TimePeriod *
 Heavy truck volume : 592/80 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10247
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 6: NBoffrmp HY3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 43.00 / 46.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 0.00 m

Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 7: NBoffrmp LAU (day/night)

 Car traffic volume : 5281/715 veh/TimePeriod *
 Medium truck volume : 100/13 veh/TimePeriod *
 Heavy truck volume : 378/51 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6539
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.73
 Heavy Truck % of Total Volume : 6.56
 Day (16 hrs) % of Total Volume : 88.07

Data for Segment # 7: NBoffrmp LAU (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 124.00 / 127.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 4 (Elevated; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 3.05 m
 Elevation : 0.00 m
 Barrier receiver distance : 9.00 / 12.00 m
 Source elevation : 2.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	1.50	1.49	1.49

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
-----
-90    90    0.49  64.85    0.00 -20.71  -1.17    0.00    0.00   -8.06  34.92
-----
```

Segment Leq : 34.92 dBA

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Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.91 !          1.50 !          1.48 !          1.48
-----
```

ROAD (0.00 + 35.27 + 0.00) = 35.27 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.49  64.94    0.00 -20.45  -1.17    0.00    0.00   -8.06  35.27
-----
```

Segment Leq : 35.27 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.40 !          1.50 !          2.70 !          2.70
-----
```

ROAD (0.00 + 56.16 + 0.00) = 56.16 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90    90    0.27  82.01    0.00 -13.42  -0.71    0.00    0.00  -11.72  56.16
-----
```

Segment Leq : 56.16 dBA

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Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          2.40 !          1.50 !          2.74 !          2.74
    
```

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.27  78.78   0.00 -12.80  -0.71   0.00   0.00 -11.68  53.59
    
```

Segment Leq : 53.59 dBA

Results segment # 5: NBonrmp Hwy3 (day)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.89 !          1.50 !          0.98 !          0.98
    
```

ROAD (0.00 + 33.06 + 0.00) = 33.06 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.44  63.08   0.00 -14.59  -1.06   0.00   0.00 -14.37  33.06
    
```

Segment Leq : 33.06 dBA

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Results segment # 6: NBoffrmp HY3 (day)

Source height = 1.60 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          1.60 !          1.50 !          1.52 !          1.52
    
```

ROAD (0.00 + 55.25 + 0.00) = 55.25 dBA

```

-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.00  68.24   0.00  -4.57   0.00   0.00   0.00  -8.41  55.25
    
```

Segment Leq : 55.25 dBA

Results segment # 7: NBoffrmp LAU (day)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	1.50	1.65	1.65

ROAD (0.00 + 43.94 + 0.00) = 43.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	66.29	0.00	-13.52	-1.13	0.00	0.00	-7.70	43.94

Segment Leq : 43.94 dBA

Total Leq All Segments: 60.04 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	4.38	4.38

ROAD (0.00 + 34.00 + 0.00) = 34.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	57.39	0.00	-19.51	-0.99	0.00	0.00	-1.38	35.50*
-90	90	0.59	57.39	0.00	-22.05	-1.33	0.00	0.00	0.00	34.00

* Bright Zone !

Segment Leq : 34.00 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

Barrier height for grazing incidence

Source	Receiver	Barrier	Elevation of
--------	----------	---------	--------------

Height (m)	Height (m)	Height (m)	Barrier Top (m)
0.92	4.50	4.38	4.38

ROAD (0.00 + 33.18 + 0.00) = 33.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	56.28	0.00	-19.26	-0.99	0.00	0.00	-1.39	34.64*
-90	90	0.59	56.28	0.00	-21.77	-1.33	0.00	0.00	0.00	33.18

* Bright Zone !

Segment Leq : 33.18 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.87	2.87

ROAD (0.00 + 53.26 + 0.00) = 53.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	77.70	0.00	-12.56	-0.50	0.00	0.00	-11.39	53.26

Segment Leq : 53.26 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.92	2.92

ROAD (0.00 + 52.58 + 0.00) = 52.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	76.38	0.00	-12.00	-0.50	0.00	0.00	-11.30	52.58

Segment Leq : 52.58 dBA

Results segment # 5: NBonrmp Hwy3 (night)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	4.50	1.03	1.03

ROAD (0.00 + 28.53 + 0.00) = 28.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	57.41	0.00	-13.79	-0.87	0.00	0.00	-14.22	28.53

Segment Leq : 28.53 dBA

Results segment # 6: NBoffrmp HY3 (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	3.74	3.74

ROAD (0.00 + 57.69 + 0.00) = 57.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	-3.97	53.72*
-90	90	0.00	62.56	0.00	-4.87	0.00	0.00	0.00	0.00	57.69

* Bright Zone !

Segment Leq : 57.69 dBA

Results segment # 7: NBoffrmp LAU (night)

Source height = 1.60 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.60	4.50	4.41	4.41

ROAD (0.00 + 44.76 + 0.00) = 44.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	60.59	0.00	-12.84	-0.95	0.00	0.00	-1.17	45.64*
-90	90	0.57	60.59	0.00	-14.54	-1.30	0.00	0.00	0.00	44.76

* Bright Zone !

Segment Leq : 44.76 dBA

Total Leq All Segments: 60.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.04
(NIGHT): 60.07

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5587/1106 veh/TimePeriod *
Medium truck volume : 724/143 veh/TimePeriod *
Heavy truck volume : 7224/1430 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16214
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Elevation : 0.00 m
Barrier receiver distance : 228.50 / 231.50 m
Source elevation : 6.00 m
Receiver elevation : 0.00 m
Barrier elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 1903/1834 veh/TimePeriod *
Medium truck volume : 320/308 veh/TimePeriod *
Heavy truck volume : 3196/3079 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10640
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.90
Heavy Truck % of Total Volume : 58.98
Day (16 hrs) % of Total Volume : 50.93

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 4 (Elevated; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Elevation : 0.00 m
Barrier receiver distance : 245.50 / 3.10 m
Source elevation : 6.00 m
Receiver elevation : 0.00 m
Barrier elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 549/864 veh/TimePeriod *
Medium truck volume : 14/22 veh/TimePeriod *
Heavy truck volume : 139/218 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 38.86

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 4034/507 veh/TimePeriod *
Medium truck volume : 109/14 veh/TimePeriod *
Heavy truck volume : 1089/137 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.08
Heavy Truck % of Total Volume : 20.82
Day (16 hrs) % of Total Volume : 88.83

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 1263/602 veh/TimePeriod *
Medium truck volume : 72/34 veh/TimePeriod *
Heavy truck volume : 717/342 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3029
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.94
Day (16 hrs) % of Total Volume : 67.72

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 13.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 29715/2389 veh/TimePeriod *
Medium truck volume : 864/69 veh/TimePeriod *
Heavy truck volume : 500/40 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33578
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 1.61
Day (16 hrs) % of Total Volume : 92.56

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 32867/2719 veh/TimePeriod *
Medium truck volume : 538/45 veh/TimePeriod *
Heavy truck volume : 454/38 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 1.34
Day (16 hrs) % of Total Volume : 92.36

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 14335/1616 veh/TimePeriod *
Medium truck volume : 584/66 veh/TimePeriod *
Heavy truck volume : 1210/136 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 7.50
Day (16 hrs) % of Total Volume : 89.87

```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-3.15	0.00	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.11	8.11

ROAD (0.00 + 53.53 + 0.00) = 53.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	81.33	0.00	-16.01	-0.84	0.00	0.00	-10.94	53.53

Segment Leq : 53.53 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.13	8.13

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	77.76	0.00	-16.41	-0.84	0.00	0.00	-10.89	49.61

Segment Leq : 49.61 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.11 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	61.06	0.00	-20.21	-1.16	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 2.14 m

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.98	0.00	-13.31	-0.51	0.00	0.00	0.00	56.15

Segment Leq : 56.15 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 49.47 + 0.00) = 49.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	66.80	0.00	-16.69	-0.64	0.00	0.00	0.00	49.47

Segment Leq : 49.47 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.13 m

ROAD (0.00 + 50.90 + 0.00) = 50.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.63	0.00	-23.28	-1.46	0.00	0.00	0.00	50.90

Segment Leq : 50.90 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.08 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-23.63	-1.46	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.65 m

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-5.56	0.00	0.00	0.00	0.00	65.83

Segment Leq : 65.83 dBA

Total Leq All Segments: 67.10 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.24	8.24

ROAD (0.00 + 50.99 + 0.00) = 50.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.30	0.00	-15.00	-0.64	0.00	0.00	-10.67	50.99

Segment Leq : 50.99 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	-1.45	4.55

ROAD (0.00 + 47.09 + 0.00) = 47.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	80.60	0.00	-15.37	-0.64	0.00	0.00	-17.51	47.09

Segment Leq : 47.09 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.11 m

ROAD (0.00 + 45.99 + 0.00) = 45.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	66.03	0.00	-19.05	-0.98	0.00	0.00	0.00	45.99

Segment Leq : 45.99 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 2.14 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	63.99	0.00	-12.38	-0.28	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 50.62 + 0.00) = 50.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	66.59	0.00	-15.55	-0.42	0.00	0.00	0.00	50.62

Segment Leq : 50.62 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.12 m

ROAD (0.00 + 44.13 + 0.00) = 44.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.69	0.00	-22.23	-1.32	0.00	0.00	0.00	44.13

Segment Leq : 44.13 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.08 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.71	0.00	-22.58	-1.32	0.00	0.00	0.00	43.80

Segment Leq : 43.80 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.65 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.92	0.00	-5.80	0.00	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Total Leq All Segments: 61.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.10
(NIGHT): 61.49

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5587/1106 veh/TimePeriod *
Medium truck volume : 724/143 veh/TimePeriod *
Heavy truck volume : 7224/1430 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16214
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 1903/1834 veh/TimePeriod *
Medium truck volume : 320/308 veh/TimePeriod *
Heavy truck volume : 3196/3079 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10640
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.90
Heavy Truck % of Total Volume : 58.98
Day (16 hrs) % of Total Volume : 50.93

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

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Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 549/864 veh/TimePeriod *
Medium truck volume : 14/22 veh/TimePeriod *
Heavy truck volume : 139/218 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 38.86

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

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Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 4034/507 veh/TimePeriod *
Medium truck volume : 109/14 veh/TimePeriod *
Heavy truck volume : 1089/137 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.08
Heavy Truck % of Total Volume : 20.82
Day (16 hrs) % of Total Volume : 88.83

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

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Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 1263/602 veh/TimePeriod *
Medium truck volume : 72/34 veh/TimePeriod *
Heavy truck volume : 717/342 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3029
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.94
Day (16 hrs) % of Total Volume : 67.72

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 13.00 m
Reference angle : 0.00

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Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 29715/2389 veh/TimePeriod *
Medium truck volume : 864/69 veh/TimePeriod *
Heavy truck volume : 500/40 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33578
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 1.61
Day (16 hrs) % of Total Volume : 92.56

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)

Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 32867/2719 veh/TimePeriod *
Medium truck volume : 538/45 veh/TimePeriod *
Heavy truck volume : 454/38 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 1.34
Day (16 hrs) % of Total Volume : 92.36

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 9: Malden Rd. (day/night)

Car traffic volume : 14335/1616 veh/TimePeriod *
Medium truck volume : 584/66 veh/TimePeriod *
Heavy truck volume : 1210/136 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 7.50
Day (16 hrs) % of Total Volume : 89.87

Data for Segment # 9: Malden Rd. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-3.15	0.00	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.79 + 0.00) = 62.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.33	0.00	-17.46	-1.09	0.00	0.00	0.00	62.79

Segment Leq : 62.79 dBA

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Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.78 + 0.00) = 58.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	77.76	0.00	-17.89	-1.09	0.00	0.00	0.00	58.78

Segment Leq : 58.78 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.11 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	61.06	0.00	-20.21	-1.16	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 2.14 m

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.98	0.00	-13.31	-0.51	0.00	0.00	0.00	56.15

Segment Leq : 56.15 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 49.47 + 0.00) = 49.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	66.80	0.00	-16.69	-0.64	0.00	0.00	0.00	49.47

Segment Leq : 49.47 dBA

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Results segment # 7: EC Row EB (day)

Source height = 1.13 m

ROAD (0.00 + 50.90 + 0.00) = 50.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.63	0.00	-23.28	-1.46	0.00	0.00	0.00	50.90

Segment Leq : 50.90 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.08 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-23.63	-1.46	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.65 m

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-5.56	0.00	0.00	0.00	0.00	65.83

Segment Leq : 65.83 dBA

Total Leq All Segments: 68.73 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

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Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.95 + 0.00) = 59.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.30	0.00	-16.45	-0.90	0.00	0.00	0.00	59.95

Segment Leq : 59.95 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 62.85 + 0.00) = 62.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	80.60	0.00	-16.85	-0.90	0.00	0.00	0.00	62.85

Segment Leq : 62.85 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.11 m

ROAD (0.00 + 45.99 + 0.00) = 45.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	66.03	0.00	-19.05	-0.98	0.00	0.00	0.00	45.99

Segment Leq : 45.99 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 2.14 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	63.99	0.00	-12.38	-0.28	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

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Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 50.62 + 0.00) = 50.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	66.59	0.00	-15.55	-0.42	0.00	0.00	0.00	50.62

Segment Leq : 50.62 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.12 m

ROAD (0.00 + 44.13 + 0.00) = 44.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	66.59	0.00	-15.55	-0.42	0.00	0.00	0.00	50.62

 -90 90 0.58 67.69 0.00 -22.23 -1.32 0.00 0.00 0.00 44.13

Segment Leq : 44.13 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.08 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.71	0.00	-22.58	-1.32	0.00	0.00	0.00	43.80

Segment Leq : 43.80 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.65 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.92	0.00	-5.80	0.00	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Total Leq All Segments: 66.18 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 68.73
 (NIGHT): 66.18

Filename: s_gh_la.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Spring Grdn (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: Spring Grdn (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 31.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5587/1106 veh/TimePeriod *
Medium truck volume : 724/143 veh/TimePeriod *
Heavy truck volume : 7224/1430 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16214
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.50 / 241.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 1903/1834 veh/TimePeriod *
Medium truck volume : 320/308 veh/TimePeriod *
Heavy truck volume : 3196/3079 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 10640
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.90
Heavy Truck % of Total Volume : 58.98
Day (16 hrs) % of Total Volume : 50.93

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 255.50 / 258.50 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 6.00 m
Reference angle : 0.00

Road data, segment # 4: 401 NB ramp (day/night)

Car traffic volume : 549/864 veh/TimePeriod *
Medium truck volume : 14/22 veh/TimePeriod *
Heavy truck volume : 139/218 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 38.86

Data for Segment # 4: 401 NB ramp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 339.80 / 342.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 5.00 m
Reference angle : 0.00

Road data, segment # 5: 401SR toEC S (day/night)

Car traffic volume : 4034/507 veh/TimePeriod *
Medium truck volume : 109/14 veh/TimePeriod *
Heavy truck volume : 1089/137 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.08
Heavy Truck % of Total Volume : 20.82
Day (16 hrs) % of Total Volume : 88.83

Data for Segment # 5: 401SR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.80 / 199.80 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

Road data, segment # 6: 401NR toEC S (day/night)

Car traffic volume : 1263/602 veh/TimePeriod *
Medium truck volume : 72/34 veh/TimePeriod *
Heavy truck volume : 717/342 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3029
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.49
Heavy Truck % of Total Volume : 34.94
Day (16 hrs) % of Total Volume : 67.72

Data for Segment # 6: 401NR toEC S (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 335.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 15.00 m
Reference angle : 0.00

Road data, segment # 7: EC Row EB (day/night)

Car traffic volume : 29715/2389 veh/TimePeriod *
Medium truck volume : 864/69 veh/TimePeriod *
Heavy truck volume : 500/40 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33578
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 1.61
Day (16 hrs) % of Total Volume : 92.56

Data for Segment # 7: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 379.00 / 382.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: EC Row WB (day/night)

Car traffic volume : 32867/2719 veh/TimePeriod *
Medium truck volume : 538/45 veh/TimePeriod *
Heavy truck volume : 454/38 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 1.34
Day (16 hrs) % of Total Volume : 92.36

Data for Segment # 8: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 398.00 / 401.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 9: Malden Rd. (day/night)

```

-----
Car traffic volume : 14335/1616 veh/TimePeriod *
Medium truck volume : 584/66 veh/TimePeriod *
Heavy truck volume : 1210/136 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 17947
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.62
Heavy Truck % of Total Volume : 7.50
Day (16 hrs) % of Total Volume : 89.87
  
```

Data for Segment # 9: Malden Rd. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 54.00 / 57.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Spring Grdn (day)

Source height = 0.50 m

ROAD (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-3.15	0.00	0.00	0.00	0.00	53.82

Segment Leq : 53.82 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 62.79 + 0.00) = 62.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	81.33	0.00	-17.46	-1.09	0.00	0.00	0.00	62.79

Segment Leq : 62.79 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

ROAD (0.00 + 58.78 + 0.00) = 58.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.45	77.76	0.00	-17.89	-1.09	0.00	0.00	0.00	58.78

Segment Leq : 58.78 dBA

Results segment # 4: 401 NB ramp (day)

Source height = 2.11 m

ROAD (0.00 + 39.68 + 0.00) = 39.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	61.06	0.00	-20.21	-1.16	0.00	0.00	0.00	39.68

Segment Leq : 39.68 dBA

Results segment # 5: 401SR toEC S (day)

Source height = 2.14 m

ROAD (0.00 + 56.15 + 0.00) = 56.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	69.98	0.00	-13.31	-0.51	0.00	0.00	0.00	56.15

Segment Leq : 56.15 dBA

Results segment # 6: 401NR toEC S (day)

Source height = 2.40 m

ROAD (0.00 + 50.42 + 0.00) = 50.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	66.80	0.00	-15.88	-0.50	0.00	0.00	0.00	50.42

Segment Leq : 50.42 dBA

Results segment # 7: EC Row EB (day)

Source height = 1.13 m

ROAD (0.00 + 50.90 + 0.00) = 50.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.63	0.00	-23.28	-1.46	0.00	0.00	0.00	50.90

Segment Leq : 50.90 dBA

Results segment # 8: EC Row WB (day)

Source height = 1.08 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-23.63	-1.46	0.00	0.00	0.00	50.41

Segment Leq : 50.41 dBA

Results segment # 9: Malden Rd. (day)

Source height = 1.65 m

ROAD (0.00 + 65.83 + 0.00) = 65.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	71.40	0.00	-5.56	0.00	0.00	0.00	0.00	65.83

Segment Leq : 65.83 dBA

Total Leq All Segments: 68.74 dBA

Results segment # 1: Spring Grdn (night)

Source height = 0.50 m

ROAD (0.00 + 48.78 + 0.00) = 48.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-0.54	0.00	0.00	0.00	0.00	48.78

Segment Leq : 48.78 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 59.95 + 0.00) = 59.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	77.30	0.00	-16.45	-0.90	0.00	0.00	0.00	59.95

Segment Leq : 59.95 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

ROAD (0.00 + 62.85 + 0.00) = 62.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.36	80.60	0.00	-16.85	-0.90	0.00	0.00	0.00	62.85

Segment Leq : 62.85 dBA

Results segment # 4: 401 NB ramp (night)

Source height = 2.11 m

ROAD (0.00 + 45.99 + 0.00) = 45.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.40	66.03	0.00	-19.05	-0.98	0.00	0.00	0.00	45.99

Segment Leq : 45.99 dBA

Results segment # 5: 401SR toEC S (night)

Source height = 2.14 m

ROAD (0.00 + 51.32 + 0.00) = 51.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	63.99	0.00	-12.38	-0.28	0.00	0.00	0.00	51.32

Segment Leq : 51.32 dBA

Results segment # 6: 401NR toEC S (night)

Source height = 2.40 m

ROAD (0.00 + 51.59 + 0.00) = 51.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	66.59	0.00	-14.74	-0.26	0.00	0.00	0.00	51.59

Segment Leq : 51.59 dBA

Results segment # 7: EC Row EB (night)

Source height = 1.12 m

ROAD (0.00 + 44.13 + 0.00) = 44.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.69	0.00	-22.23	-1.32	0.00	0.00	0.00	44.13

Segment Leq : 44.13 dBA

Results segment # 8: EC Row WB (night)

Source height = 1.08 m

ROAD (0.00 + 43.80 + 0.00) = 43.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.71	0.00	-22.58	-1.32	0.00	0.00	0.00	43.80

Segment Leq : 43.80 dBA

Results segment # 9: Malden Rd. (night)

Source height = 1.65 m

ROAD (0.00 + 59.12 + 0.00) = 59.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.92	0.00	-5.80	0.00	0.00	0.00	0.00	59.12

Segment Leq : 59.12 dBA

Total Leq All Segments: 66.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.74
(NIGHT): 66.21

Filename: s_gh_2a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 29267/2414 veh/TimePeriod *
Medium truck volume : 490/40 veh/TimePeriod *
Heavy truck volume : 1852/153 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34217
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 5.86
Day (16 hrs) % of Total Volume : 92.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 326.00 / 329.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 108.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 98.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: EC E rp2 401 (day/night)

Car traffic volume : 549/864 veh/TimePeriod *
Medium truck volume : 14/22 veh/TimePeriod *
Heavy truck volume : 139/218 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 1805
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.97
Heavy Truck % of Total Volume : 19.75
Day (16 hrs) % of Total Volume : 38.86

Data for Segment # 4: EC E rp2 401 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 113.80 / 103.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: EC Row EB (day/night)

Car traffic volume : 29715/2389 veh/TimePeriod *
Medium truck volume : 864/69 veh/TimePeriod *
Heavy truck volume : 500/40 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33578
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 1.61
Day (16 hrs) % of Total Volume : 92.56

Data for Segment # 5: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 6: EC Row WB (day/night)

Car traffic volume : 32867/2719 veh/TimePeriod *
Medium truck volume : 538/45 veh/TimePeriod *
Heavy truck volume : 454/38 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 1.34
Day (16 hrs) % of Total Volume : 92.36

Data for Segment # 6: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 332.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: 401SB Offrmp (day/night)

Car traffic volume : 4034/507 veh/TimePeriod *
Medium truck volume : 109/14 veh/TimePeriod *
Heavy truck volume : 1089/137 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.08
Heavy Truck % of Total Volume : 20.82
Day (16 hrs) % of Total Volume : 88.83

Data for Segment # 7: 401SB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 467.80 / 464.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: Spring Garde (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 8: Spring Garde (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 32.00 / 21.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 1.56 m

ROAD (0.00 + 49.68 + 0.00) = 49.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.31	0.00	-22.17	-1.45	0.00	0.00	0.00	49.68

Segment Leq : 49.68 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.09	3.09

ROAD (0.00 + 58.00 + 0.00) = 58.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.86	0.00	-9.38	-0.57	0.00	0.00	-12.90	58.00

Segment Leq : 58.00 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.96	2.96

ROAD (0.00 + 54.24 + 0.00) = 54.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.24	0.00	-10.40	-0.57	0.00	0.00	-13.04	54.24

Segment Leq : 54.24 dBA

Results segment # 4: EC E rp2 401 (day)

Source height = 2.11 m

ROAD (0.00 + 43.94 + 0.00) = 43.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	59.82	0.00	-14.45	-1.43	0.00	0.00	0.00	43.94

Segment Leq : 43.94 dBA

Results segment # 5: EC Row EB (day)

Source height = 1.13 m

ROAD (0.00 + 52.09 + 0.00) = 52.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.63	0.00	-22.08	-1.46	0.00	0.00	0.00	52.09

Segment Leq : 52.09 dBA

Results segment # 6: EC Row WB (day)

Source height = 1.08 m

ROAD (0.00 + 51.55 + 0.00) = 51.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-22.50	-1.46	0.00	0.00	0.00	51.55

Segment Leq : 51.55 dBA

Results segment # 7: 401SB Offrmp (day)

Source height = 2.14 m

ROAD (0.00 + 44.04 + 0.00) = 44.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	69.98	0.00	-24.51	-1.42	0.00	0.00	0.00	44.04

Segment Leq : 44.04 dBA

Results segment # 8: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 53.69 + 0.00) = 53.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.98	0.00	-3.29	0.00	0.00	0.00	0.00	53.69

Segment Leq : 53.69 dBA

Total Leq All Segments: 61.98 dBA

Results segment # 1: S.Service Rd (night)

 Source height = 1.56 m

ROAD (0.00 + 43.15 + 0.00) = 43.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.48	0.00	-21.03	-1.30	0.00	0.00	0.00	43.15

 Segment Leq : 43.15 dBA

Results segment # 2: Hwy 401 SB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.39	3.39

ROAD (0.00 + 55.30 + 0.00) = 55.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.83	0.00	-8.85	-0.34	0.00	0.00	-12.34	55.30

 Segment Leq : 55.30 dBA

Results segment # 3: Hwy 401 NB (night)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.22	3.22

ROAD (0.00 + 54.23 + 0.00) = 54.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.91	0.00	-9.76	-0.34	0.00	0.00	-12.58	54.23

 Segment Leq : 54.23 dBA

Results segment # 4: EC E rp2 401 (night)

Source height = 2.11 m

ROAD (0.00 + 50.48 + 0.00) = 50.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	64.78	0.00	-13.04	-1.27	0.00	0.00	0.00	50.48

Segment Leq : 50.48 dBA

Results segment # 5: EC Row EB (night)

Source height = 1.12 m

ROAD (0.00 + 45.52 + 0.00) = 45.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.69	0.00	-20.84	-1.32	0.00	0.00	0.00	45.52

Segment Leq : 45.52 dBA

Results segment # 6: EC Row WB (night)

Source height = 1.08 m

ROAD (0.00 + 45.09 + 0.00) = 45.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.71	0.00	-21.29	-1.32	0.00	0.00	0.00	45.09

Segment Leq : 45.09 dBA

Results segment # 7: 401SB Offrmp (night)

Source height = 2.14 m

ROAD (0.00 + 39.59 + 0.00) = 39.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.99	0.00	-23.13	-1.27	0.00	0.00	0.00	39.59

Segment Leq : 39.59 dBA

Results segment # 8: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 47.86 + 0.00) = 47.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.32	0.00	-1.46	0.00	0.00	0.00	0.00	47.86

Segment Leq : 47.86 dBA

Total Leq All Segments: 59.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.98
(NIGHT): 59.42

Filename: s_gh_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 23672/1953 veh/TimePeriod *
Medium truck volume : 396/33 veh/TimePeriod *
Heavy truck volume : 1498/124 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 5.86
Day (16 hrs) % of Total Volume : 92.38

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 498.50 / 495.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 2: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 223.00 / 226.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 213.00 / 216.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 241.00 / 244.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 231.00 / 234.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 4: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.00 / 312.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 5: EC Row WB (day/night)

Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

Data for Segment # 5: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)

Receiver source distance : 340.00 / 332.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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Road data, segment # 6: Spring Garde (day/night)

 Car traffic volume : 4916/422 veh/TimePeriod *
 Medium truck volume : 0/0 veh/TimePeriod *
 Heavy truck volume : 0/0 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.00
 Heavy Truck % of Total Volume : 0.00
 Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 6: Spring Garde (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 32.00 / 21.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 1.56 m

ROAD (0.00 + 45.70 + 0.00) = 45.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	72.39	0.00	-25.23	-1.45	0.00	0.00	0.00	45.70

 Segment Leq : 45.70 dBA

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Results segment # 2: Hwy 401 SB (day)

 Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.67	2.67

ROAD (0.00 + 54.36 + 0.00) = 54.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.49	0.00	-14.22	-0.57	0.00	0.00	-13.34	54.36

Segment Leq : 54.36 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 50.75 + 0.00) = 50.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.32	0.00	-14.63	-0.57	0.00	0.00	-13.36	50.75

Segment Leq : 50.75 dBA

Results segment # 4: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-22.08	-1.46	0.00	0.00	0.00	53.73

Segment Leq : 53.73 dBA

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Results segment # 5: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 52.45 + 0.00) = 52.45 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.66 76.41 0.00 -22.50 -1.46 0.00 0.00 0.00 52.45

Segment Leq : 52.45 dBA

Results segment # 6: Spring Garde (day)

Source height = 0.50 m

ROAD (0.00 + 50.06 + 0.00) = 50.06 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.66 56.98 0.00 -5.46 -1.46 0.00 0.00 0.00 50.06

Segment Leq : 50.06 dBA

Total Leq All Segments: 59.74 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.56 m

ROAD (0.00 + 39.45 + 0.00) = 39.45 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.57 64.57 0.00 -23.82 -1.30 0.00 0.00 0.00 39.45

Segment Leq : 39.45 dBA

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Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.80	2.80

ROAD (0.00 + 53.03 + 0.00) = 53.03 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.12 79.74 0.00 -13.23 -0.34 0.00 0.00 -13.13 53.03

Segment Leq : 53.03 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.77	2.77

ROAD (0.00 + 50.87 + 0.00) = 50.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.98	0.00	-13.60	-0.34	0.00	0.00	-13.17	50.87

Segment Leq : 50.87 dBA

Results segment # 4: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 47.74 + 0.00) = 47.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-20.71	-1.31	0.00	0.00	0.00	47.74

Segment Leq : 47.74 dBA

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Results segment # 5: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 47.06 + 0.00) = 47.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-21.18	-1.31	0.00	0.00	0.00	47.06

Segment Leq : 47.06 dBA

Results segment # 6: Spring Garde (night)

Source height = 0.50 m

ROAD (0.00 + 45.63 + 0.00) = 45.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-2.34	-1.35	0.00	0.00	0.00	45.63

Segment Leq : 45.63 dBA

Total Leq All Segments: 56.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.74
(NIGHT): 56.80

Filename: s_gh_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: S.Service Rd (day/night)

Car traffic volume : 23672/1953 veh/TimePeriod *
Medium truck volume : 396/33 veh/TimePeriod *
Heavy truck volume : 1498/124 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27675
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 5.86
Day (16 hrs) % of Total Volume : 92.38

Data for Segment # 2: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 253.00 / 250.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: N.Service Rd (day/night)

Car traffic volume : 27185/2787 veh/TimePeriod *
Medium truck volume : 343/35 veh/TimePeriod *
Heavy truck volume : 172/18 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30540
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 3: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 169.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 159.00 / 162.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.00 / 189.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 176.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 32138/2855 veh/TimePeriod *
Medium truck volume : 543/48 veh/TimePeriod *
Heavy truck volume : 1501/133 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 37219
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 4.39
Day (16 hrs) % of Total Volume : 91.84

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

```

-----
Car traffic volume : 30346/3130 veh/TimePeriod *
Medium truck volume : 475/49 veh/TimePeriod *
Heavy truck volume : 1058/109 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 35168
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.49
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 90.65

```

Data for Segment # 7: EC Row WB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.98	0.00	-6.51	-1.46	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: S.Service Rd (day)

Source height = 1.56 m

ROAD (0.00 + 60.12 + 0.00) = 60.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.39	0.00	-12.27	0.00	0.00	0.00	0.00	60.12

Segment Leq : 60.12 dBA

Results segment # 3: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 44.78 + 0.00) = 44.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.33	0.00	-22.10	-1.46	0.00	0.00	0.00	44.78

Segment Leq : 44.78 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.76	2.76

ROAD (0.00 + 55.91 + 0.00) = 55.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.49	0.00	-12.76	-0.57	0.00	0.00	-13.25	55.91

Segment Leq : 55.91 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.73	2.73

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	79.32	0.00	-13.26	-0.57	0.00	0.00	-13.29	52.20

Segment Leq : 52.20 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.45 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	77.27	0.00	-24.11	-1.46	0.00	0.00	0.00	51.70

Segment Leq : 51.70 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.35 m

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	76.41	0.00	-24.44	-1.46	0.00	0.00	0.00	50.51

Segment Leq : 50.51 dBA

Total Leq All Segments: 62.91 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: S.Service Rd (night)

Source height = 1.56 m

ROAD (0.00 + 52.36 + 0.00) = 52.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.57	0.00	-12.22	0.00	0.00	0.00	0.00	52.36

Segment Leq : 52.36 dBA

Results segment # 3: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 38.93 + 0.00) = 38.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.47	0.00	-21.20	-1.33	0.00	0.00	0.00	38.93

Segment Leq : 38.93 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.93	2.93

ROAD (0.00 + 54.53 + 0.00) = 54.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	79.74	0.00	-11.90	-0.34	0.00	0.00	-12.97	54.53

Segment Leq : 54.53 dBA

Results segment # 5: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.88	2.88

ROAD (0.00 + 52.25 + 0.00) = 52.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	77.98	0.00	-12.36	-0.34	0.00	0.00	-13.03	52.25

Segment Leq : 52.25 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.45 m

ROAD (0.00 + 45.58 + 0.00) = 45.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.76	0.00	-22.87	-1.31	0.00	0.00	0.00	45.58

Segment Leq : 45.58 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.35 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	69.55	0.00	-23.23	-1.31	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Total Leq All Segments: 58.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.91
(NIGHT): 58.76

Filename: s_gh_3a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Bethlehem Av (day/night)

Car traffic volume : 4916/422 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5338
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 92.09

Data for Segment # 1: Bethlehem Av (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 37.00 / 17.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 29320/3006 veh/TimePeriod *
Medium truck volume : 370/38 veh/TimePeriod *
Heavy truck volume : 185/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32939
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.24
Heavy Truck % of Total Volume : 0.62
Day (16 hrs) % of Total Volume : 90.70

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 321.50 / 324.50 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: S.Service Rd (day/night)

Car traffic volume : 29267/2414 veh/TimePeriod *
Medium truck volume : 490/40 veh/TimePeriod *
Heavy truck volume : 1852/153 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 34217
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.55
Heavy Truck % of Total Volume : 5.86
Day (16 hrs) % of Total Volume : 92.38

Data for Segment # 3: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 253.00 / 250.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 55.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 42.00 / 45.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 5: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 72.00 / 75.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 62.00 / 65.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: EC Row EB (day/night)

Car traffic volume : 29715/2389 veh/TimePeriod *
Medium truck volume : 864/69 veh/TimePeriod *
Heavy truck volume : 500/40 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33578
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.78
Heavy Truck % of Total Volume : 1.61
Day (16 hrs) % of Total Volume : 92.56

Data for Segment # 6: EC Row EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 425.00 / 428.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 7: EC Row WB (day/night)

Car traffic volume : 32867/2719 veh/TimePeriod *
Medium truck volume : 538/45 veh/TimePeriod *
Heavy truck volume : 454/38 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 36660
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.59
Heavy Truck % of Total Volume : 1.34
Day (16 hrs) % of Total Volume : 92.36

Data for Segment # 7: EC Row WB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 445.00 / 448.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 8: 401SB offrmp (day/night)

```

-----
Car traffic volume : 4034/507 veh/TimePeriod *
Medium truck volume : 109/14 veh/TimePeriod *
Heavy truck volume : 1089/137 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 5890
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.08
Heavy Truck % of Total Volume : 20.82
Day (16 hrs) % of Total Volume : 88.83
  
```

Data for Segment # 8: 401SB offrmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.80 / 267.80 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Bethlehem Av (day)

Source height = 0.50 m

ROAD (0.00 + 49.01 + 0.00) = 49.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	56.98	0.00	-6.51	-1.46	0.00	0.00	0.00	49.01

Segment Leq : 49.01 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.89 m

ROAD (0.00 + 45.11 + 0.00) = 45.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.66	0.00	-22.10	-1.46	0.00	0.00	0.00	45.11

Segment Leq : 45.11 dBA

Results segment # 3: S.Service Rd (day)

Source height = 1.56 m

ROAD (0.00 + 51.51 + 0.00) = 51.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	73.31	0.00	-20.35	-1.45	0.00	0.00	0.00	51.51

Segment Leq : 51.51 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.57	3.57

ROAD (0.00 + 61.42 + 0.00) = 61.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	80.86	0.00	-6.55	-0.57	0.00	0.00	-12.32	61.42

Segment Leq : 61.42 dBA

Results segment # 5: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.25	3.25

ROAD (0.00 + 56.69 + 0.00) = 56.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	78.24	0.00	-8.26	-0.57	0.00	0.00	-12.72	56.69

Segment Leq : 56.69 dBA

Results segment # 6: EC Row EB (day)

Source height = 1.13 m

ROAD (0.00 + 50.07 + 0.00) = 50.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.63	0.00	-24.11	-1.46	0.00	0.00	0.00	50.07

Segment Leq : 50.07 dBA

Results segment # 7: EC Row WB (day)

Source height = 1.08 m

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.50	0.00	-24.44	-1.46	0.00	0.00	0.00	49.61

Segment Leq : 49.61 dBA

Results segment # 8: 401SB offrmp (day)

Source height = 2.14 m

ROAD (0.00 + 48.09 + 0.00) = 48.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	69.98	0.00	-20.46	-1.42	0.00	0.00	0.00	48.09

Segment Leq : 48.09 dBA

Total Leq All Segments: 63.74 dBA

Results segment # 1: Bethlehem Av (night)

Source height = 0.50 m

ROAD (0.00 + 47.10 + 0.00) = 47.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	49.32	0.00	-0.87	-1.35	0.00	0.00	0.00	47.10

Segment Leq : 47.10 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 39.24 + 0.00) = 39.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	61.78	0.00	-21.21	-1.33	0.00	0.00	0.00	39.24

Segment Leq : 39.24 dBA

Results segment # 3: S.Service Rd (night)

Source height = 1.56 m

ROAD (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	65.48	0.00	-19.16	-1.30	0.00	0.00	0.00	45.02

Segment Leq : 45.02 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.05	4.05

ROAD (0.00 + 58.87 + 0.00) = 58.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.83	0.00	-6.34	-0.34	0.00	0.00	-11.29	58.87

Segment Leq : 58.87 dBA

Results segment # 5: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.61	3.61

ROAD (0.00 + 56.71 + 0.00) = 56.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	76.91	0.00	-7.85	-0.34	0.00	0.00	-12.01	56.71

Segment Leq : 56.71 dBA

Results segment # 6: EC Row EB (night)

Source height = 1.12 m

ROAD (0.00 + 43.35 + 0.00) = 43.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.69	0.00	-23.01	-1.32	0.00	0.00	0.00	43.35

Segment Leq : 43.35 dBA

Results segment # 7: EC Row WB (night)

Source height = 1.08 m

ROAD (0.00 + 43.03 + 0.00) = 43.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	67.71	0.00	-23.35	-1.32	0.00	0.00	0.00	43.03

Segment Leq : 43.03 dBA

Results segment # 8: 401SB offrmp (night)

Source height = 2.14 m

ROAD (0.00 + 43.31 + 0.00) = 43.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	63.99	0.00	-19.41	-1.27	0.00	0.00	0.00	43.31

Segment Leq : 43.31 dBA

Total Leq All Segments: 61.44 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.74
(NIGHT): 61.44

Filename: s_gh_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 126.00 / 111.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 116.00 / 101.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 144.00 / 128.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 134.00 / 118.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 56.34 + 0.00) = 56.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.99	0.00	-5.64	0.00	0.00	0.00	0.00	56.34

Segment Leq : 56.34 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 52.74 + 0.00) = 52.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.50	0.00	-13.31	-1.46	0.00	0.00	0.00	52.74

Segment Leq : 52.74 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.96	2.96

ROAD (0.00 + 57.00 + 0.00) = 57.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	82.49	0.00	-10.66	-0.42	0.00	0.00	-14.41	57.00

Segment Leq : 57.00 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.89	2.89

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	79.32	0.00	-11.33	-0.42	0.00	0.00	-14.47	53.10

Segment Leq : 53.10 dBA

Total Leq All Segments: 61.22 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 49.23 + 0.00) = 49.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.19	0.00	-4.96	0.00	0.00	0.00	0.00	49.23

Segment Leq : 49.23 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 41.33 + 0.00) = 41.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.07	0.00	-17.40	-1.34	0.00	0.00	0.00	41.33

Segment Leq : 41.33 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.31	3.31

ROAD (0.00 + 56.40 + 0.00) = 56.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	79.74	0.00	-9.24	-0.18	0.00	0.00	-13.92	56.40

Segment Leq : 56.40 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.19 ! 3.19

ROAD (0.00 + 53.84 + 0.00) = 53.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.98	0.00	-9.90	-0.18	0.00	0.00	-14.06	53.84

Segment Leq : 53.84 dBA

Total Leq All Segments: 58.90 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.22
(NIGHT): 58.90

Filename: s_gh_4a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 47.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 95.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 84.00 / 68.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 74.00 / 58.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 86.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 92.00 / 76.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 56.37 + 0.00) = 56.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.01	0.00	-5.64	0.00	0.00	0.00	0.00	56.37

Segment Leq : 56.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.86	0.00	-13.31	-1.46	0.00	0.00	0.00	53.10

Segment Leq : 53.10 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.48	3.48

ROAD (0.00 + 57.09 + 0.00) = 57.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	80.86	0.00	-7.73	-0.10	0.00	0.00	-15.94	57.09

Segment Leq : 57.09 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.29	3.29

ROAD (0.00 + 53.50 + 0.00) = 53.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	78.24	0.00	-8.60	-0.10	0.00	0.00	-16.05	53.50

Segment Leq : 53.50 dBA

Total Leq All Segments: 61.38 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 49.24 + 0.00) = 49.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	54.20	0.00	-4.96	0.00	0.00	0.00	0.00	49.24

Segment Leq : 49.24 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 41.72 + 0.00) = 41.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	60.45	0.00	-17.40	-1.34	0.00	0.00	0.00	41.72

Segment Leq : 41.72 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	4.18	4.18

ROAD (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.83	0.00	-6.56	0.00	0.00	0.00	-15.37	54.90

Segment Leq : 54.90 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.40 ! 4.50 ! 3.81 ! 3.81

ROAD (0.00 + 53.74 + 0.00) = 53.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.91	0.00	-7.58	0.00	0.00	0.00	-15.59	53.74

Segment Leq : 53.74 dBA

Total Leq All Segments: 58.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.38
(NIGHT): 58.09

Filename: s_gh_5.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5543/470 veh/TimePeriod *
Medium truck volume : 99/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6174
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 25656/2316 veh/TimePeriod *
Medium truck volume : 200/18 veh/TimePeriod *
Heavy truck volume : 99/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 7220/1916 veh/TimePeriod *
Medium truck volume : 1075/285 veh/TimePeriod *
Heavy truck volume : 9384/2490 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22370
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 6.08
Heavy Truck % of Total Volume : 53.08
Day (16 hrs) % of Total Volume : 79.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 168.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 155.00 / 158.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 3157/1162 veh/TimePeriod *
Medium truck volume : 486/179 veh/TimePeriod *
Heavy truck volume : 4547/1673 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11204
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 183.00 / 186.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 173.00 / 176.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 4075/348 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.91
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 15332/2340 veh/TimePeriod *
Medium truck volume : 213/32 veh/TimePeriod *
Heavy truck volume : 106/16 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18040
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 193.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

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-----
Car traffic volume : 14273/2672 veh/TimePeriod *
Medium truck volume : 289/54 veh/TimePeriod *
Heavy truck volume : 1311/245 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18845
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23
  
```

Data for Segment # 7: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 148.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 41.57 + 0.00) = 41.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	61.99	0.00	-19.04	-1.38	0.00	0.00	0.00	41.57

Segment Leq : 41.57 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 46.64 + 0.00) = 46.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.50	0.00	-19.46	-1.39	0.00	0.00	0.00	46.64

Segment Leq : 46.64 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.65	2.65

ROAD (0.00 + 57.95 + 0.00) = 57.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	82.49	0.00	-13.88	-0.84	0.00	0.00	-9.82	57.95

Segment Leq : 57.95 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 54.13 + 0.00) = 54.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	79.32	0.00	-14.48	-0.84	0.00	0.00	-9.86	54.13

Segment Leq : 54.13 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	0.00	0.00	0.00	0.00	0.00	57.71

Segment Leq : 57.71 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.96	0.96

ROAD (0.00 + 35.99 + 0.00) = 35.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	65.98	0.00	-16.72	-1.17	0.00	0.00	-12.10	35.99

Segment Leq : 35.99 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.75	1.75

ROAD (0.00 + 46.33 + 0.00) = 46.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	71.44	0.00	-14.52	-1.13	0.00	0.00	-9.46	46.33

Segment Leq : 46.33 dBA

Total Leq All Segments: 61.99 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 34.89 + 0.00) = 34.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.19	0.00	-18.07	-1.22	0.00	0.00	0.00	34.89

Segment Leq : 34.89 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.37 + 0.00) = 40.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.07	0.00	-18.47	-1.23	0.00	0.00	0.00	40.37

Segment Leq : 40.37 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.82	2.82

ROAD (0.00 + 56.65 + 0.00) = 56.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	79.74	0.00	-13.04	-0.64	0.00	0.00	-9.41	56.65

Segment Leq : 56.65 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 54.27 + 0.00) = 54.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	77.98	0.00	-13.59	-0.64	0.00	0.00	-9.49	54.27

Segment Leq : 54.27 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.87 m

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.21	0.00	-0.79	0.00	0.00	0.00	0.00	49.42

Segment Leq : 49.42 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.90 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.90	4.50	1.00	1.00

ROAD (0.00 + 32.05 + 0.00) = 32.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	60.81	0.00	-15.81	-1.00	0.00	0.00	-11.95	32.05

Segment Leq : 32.05 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.69 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.69 ! 4.50 ! 1.81 ! 1.81

ROAD (0.00 + 43.26 + 0.00) = 43.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	67.17	0.00	-13.76	-0.95	0.00	0.00	-9.20	43.26

Segment Leq : 43.26 dBA

Total Leq All Segments: 59.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.99
(NIGHT): 59.31

Filename: s_gh5a.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5583/473 veh/TimePeriod *
Medium truck volume : 100/8 veh/TimePeriod *
Heavy truck volume : 50/4 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 6218
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.74
Heavy Truck % of Total Volume : 0.87
Day (16 hrs) % of Total Volume : 92.19

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 226.00 / 229.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 27909/2519 veh/TimePeriod *
Medium truck volume : 217/20 veh/TimePeriod *
Heavy truck volume : 107/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 30782
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.77
Heavy Truck % of Total Volume : 0.38
Day (16 hrs) % of Total Volume : 91.72

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 238.00 / 241.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 5014/992 veh/TimePeriod *
Medium truck volume : 650/129 veh/TimePeriod *
Heavy truck volume : 6482/1283 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14549
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.35
Heavy Truck % of Total Volume : 53.37
Day (16 hrs) % of Total Volume : 83.48

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 158.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 2466/907 veh/TimePeriod *
Medium truck volume : 379/140 veh/TimePeriod *
Heavy truck volume : 3552/1307 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8751
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 5.93
Heavy Truck % of Total Volume : 55.52
Day (16 hrs) % of Total Volume : 73.10

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 186.00 / 189.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 176.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Lambton Rd (day/night)

Car traffic volume : 4075/348 veh/TimePeriod *
Medium truck volume : 38/3 veh/TimePeriod *
Heavy truck volume : 19/2 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 4484
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.91
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 92.14

Data for Segment # 5: Lambton Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 18.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 6: 401NB Offrmp (day/night)

Car traffic volume : 15883/2424 veh/TimePeriod *
Medium truck volume : 221/34 veh/TimePeriod *
Heavy truck volume : 110/17 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18688
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 86.76

Data for Segment # 6: 401NB Offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 196.00 / 199.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 193.00 / 196.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 7: 401SB Onramp (day/night)

```

-----
Car traffic volume : 18836/3527 veh/TimePeriod *
Medium truck volume : 381/71 veh/TimePeriod *
Heavy truck volume : 1730/324 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 24870
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.82
Heavy Truck % of Total Volume : 8.26
Day (16 hrs) % of Total Volume : 84.23

```

Data for Segment # 7: 401SB Onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 148.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 142.00 / 145.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.97 m

ROAD (0.00 + 41.59 + 0.00) = 41.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	62.01	0.00	-19.04	-1.38	0.00	0.00	0.00	41.59

Segment Leq : 41.59 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.78 m

ROAD (0.00 + 47.00 + 0.00) = 47.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.62	67.86	0.00	-19.47	-1.39	0.00	0.00	0.00	47.00

Segment Leq : 47.00 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.64	2.64

ROAD (0.00 + 56.20 + 0.00) = 56.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	80.86	0.00	-13.99	-0.84	0.00	0.00	-9.83	56.20

Segment Leq : 56.20 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.62	2.62

ROAD (0.00 + 52.96 + 0.00) = 52.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.33	78.24	0.00	-14.58	-0.84	0.00	0.00	-9.87	52.96

Segment Leq : 52.96 dBA

Results segment # 5: Lambton Rd (day)

Source height = 0.82 m

ROAD (0.00 + 57.71 + 0.00) = 57.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.71	0.00	0.00	0.00	0.00	0.00	0.00	57.71

Segment Leq : 57.71 dBA

Results segment # 6: 401NB Offrmp (day)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	1.50	0.96	0.96

ROAD (0.00 + 36.15 + 0.00) = 36.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	66.14	0.00	-16.72	-1.17	0.00	0.00	-12.10	36.15

Segment Leq : 36.15 dBA

Results segment # 7: 401SB Onramp (day)

Source height = 1.70 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.70	1.50	1.75	1.75

ROAD (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.47	72.65	0.00	-14.52	-1.13	0.00	0.00	-9.46	47.53

Segment Leq : 47.53 dBA

Total Leq All Segments: 61.24 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.95 m

ROAD (0.00 + 34.91 + 0.00) = 34.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	54.20	0.00	-18.07	-1.22	0.00	0.00	0.00	34.91

Segment Leq : 34.91 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 40.76 + 0.00) = 40.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.53	60.45	0.00	-18.47	-1.23	0.00	0.00	0.00	40.76

Segment Leq : 40.76 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.82	2.82

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.83	0.00	-13.14	-0.64	0.00	0.00	-9.42	53.63

Segment Leq : 53.63 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.78	2.78

ROAD (0.00 + 53.09 + 0.00) = 53.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.24	76.91	0.00	-13.68	-0.64	0.00	0.00	-9.50	53.09

Segment Leq : 53.09 dBA

Results segment # 5: Lambton Rd (night)

Source height = 0.87 m

ROAD (0.00 + 49.42 + 0.00) = 49.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	50.21	0.00	-0.79	0.00	0.00	0.00	0.00	49.42

Segment Leq : 49.42 dBA

Results segment # 6: 401NB Offrmp (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	1.01	1.01

ROAD (0.00 + 32.26 + 0.00) = 32.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	61.00	0.00	-15.80	-1.00	0.00	0.00	-11.93	32.26

Segment Leq : 32.26 dBA

Results segment # 7: 401SB Onramp (night)

Source height = 1.70 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.70 ! 4.50 ! 1.81 ! 1.81

ROAD (0.00 + 44.47 + 0.00) = 44.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	68.38	0.00	-13.76	-0.95	0.00	0.00	-9.20	44.47

Segment Leq : 44.47 dBA

Total Leq All Segments: 57.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.24
(NIGHT): 57.53

Filename: s_gh_6.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 4903/452 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5374
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.23
Heavy Truck % of Total Volume : 0.12
Day (16 hrs) % of Total Volume : 91.56

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 147.00 / 144.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8130/633 veh/TimePeriod *
Medium truck volume : 7/1 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8774
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.09
Heavy Truck % of Total Volume : 0.04
Day (16 hrs) % of Total Volume : 92.78

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 158.00 / 155.00 m
Receiver height : 1.50 / 4.50 m
Topography : 3 (Elevated; no barrier)
Elevation : 2.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 86.00 / 83.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 76.00 / 73.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 17150/3839 veh/TimePeriod *
Medium truck volume : 692/155 veh/TimePeriod *
Heavy truck volume : 4763/1066 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27665
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.06
Heavy Truck % of Total Volume : 21.07
Day (16 hrs) % of Total Volume : 81.71

```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 108.00 / 105.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 98.00 / 95.00 m
Source elevation : 0.00 m
Receiver elevation : 2.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.59 m

ROAD (0.00 + 49.65 + 0.00) = 49.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.57	0.00	-9.91	0.00	0.00	0.00	0.00	49.65

Segment Leq : 49.65 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.51	0.00	-10.23	0.00	0.00	0.00	0.00	51.29

Segment Leq : 51.29 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	1.50	2.48	2.48

ROAD (0.00 + 75.44 + 0.00) = 75.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	83.02	0.00	-7.58	0.00	0.00	0.00	-4.54	70.90*
-90	90	0.00	83.02	0.00	-7.58	0.00	0.00	0.00	0.00	75.44

* Bright Zone !

Segment Leq : 75.44 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	1.50	2.27	2.27

ROAD (0.00 + 71.46 + 0.00) = 71.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.03	0.00	-8.57	0.00	0.00	0.00	-4.86	66.59*
-90	90	0.00	80.03	0.00	-8.57	0.00	0.00	0.00	0.00	71.46

* Bright Zone !

Segment Leq : 71.46 dBA

Total Leq All Segments: 76.92 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 42.59 + 0.00) = 42.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	52.41	0.00	-9.82	0.00	0.00	0.00	0.00	42.59

Segment Leq : 42.59 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 43.26 + 0.00) = 43.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.40	0.00	-10.14	0.00	0.00	0.00	0.00	43.26

Segment Leq : 43.26 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.34	4.50	2.84	2.84

ROAD (0.00 + 71.99 + 0.00) = 71.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.42	0.00	-7.43	0.00	0.00	0.00	-3.34	68.65*
-90	90	0.00	79.42	0.00	-7.43	0.00	0.00	0.00	0.00	71.99

* Bright Zone !

Segment Leq : 71.99 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.14 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.14	4.50	2.56	2.56

ROAD (0.00 + 68.09 + 0.00) = 68.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.54	0.00	-8.45	0.00	0.00	0.00	-4.37	63.72*
-90	90	0.00	76.54	0.00	-8.45	0.00	0.00	0.00	0.00	68.09

* Bright Zone !

Segment Leq : 68.09 dBA

Total Leq All Segments: 73.48 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.92
(NIGHT): 73.48

Filename: s_hi_lbg.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 5190/427 veh/TimePeriod *
Medium truck volume : 17/1 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 182.00 / 174.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 176.00 / 168.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8186/517 veh/TimePeriod *
Medium truck volume : 11/1 veh/TimePeriod *
Heavy truck volume : 5/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8720
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 / 185.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 187.00 / 179.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 22066/4811 veh/TimePeriod *
Medium truck volume : 1230/268 veh/TimePeriod *
Heavy truck volume : 10041/2189 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 40606
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.69
Heavy Truck % of Total Volume : 30.12
Day (16 hrs) % of Total Volume : 82.10

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 109.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 108.00 / 99.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.00 / 129.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 127.00 / 119.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB on rmp (day/night)

```

-----
Car traffic volume : 8531/1966 veh/TimePeriod *
Medium truck volume : 79/18 veh/TimePeriod *
Heavy truck volume : 40/9 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 10643
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.91
Heavy Truck % of Total Volume : 0.46
Day (16 hrs) % of Total Volume : 81.27
  
```

Data for Segment # 5: 401NB on rmp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 208.00 / 200.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 10.00 m
Barrier receiver distance : 205.00 / 197.00 m
Source elevation : 0.00 m
Receiver elevation : 10.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.63 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.63 ! 1.50 ! 0.82 ! 0.82
  
```

ROAD (0.00 + 29.37 + 0.00) = 29.37 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.39 59.93 0.00 -15.03 -0.95 0.00 0.00 -14.58 29.37
-----
  
```

Segment Leq : 29.37 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	0.69	!	0.69

ROAD (0.00 + 30.46 + 0.00) = 30.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	61.62	0.00	-15.42	-0.96	0.00	0.00	-14.78	30.46

Segment Leq : 30.46 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.34	!	1.50	!	3.12	!	3.12

ROAD (0.00 + 57.50 + 0.00) = 57.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	83.02	0.00	-9.27	-0.10	0.00	0.00	-16.15	57.50

Segment Leq : 57.50 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.27	!	1.50	!	2.95	!	2.95

ROAD (0.00 + 52.28 + 0.00) = 52.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	78.59	0.00	-9.96	-0.11	0.00	0.00	-16.25	52.28

Segment Leq : 52.28 dBA

Results segment # 5: 401NB on rmp (day)

Source height = 0.82 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.82	!	1.50	!	0.98	!	0.98

ROAD (0.00 + 32.10 + 0.00) = 32.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	62.92	0.00	-12.34	-0.23	0.00	0.00	-18.25	32.10

Segment Leq : 32.10 dBA

Total Leq All Segments: 58.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.69	!	1.50	!	0.90	!	0.90

ROAD (0.00 + 22.04 + 0.00) = 22.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.38	52.19	0.00	-14.73	-0.95	0.00	0.00	-14.47	22.04

Segment Leq : 22.04 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.50 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.50	!	1.50	!	0.69	!	0.69

ROAD (0.00 + 21.65 + 0.00) = 21.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	52.54	0.00	-15.17	-0.96	0.00	0.00	-14.77	21.65

Segment Leq : 21.65 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.34 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.34 !	1.50 !	3.18 !	3.18

ROAD (0.00 + 54.29 + 0.00) = 54.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.03	79.42	0.00	-8.91	-0.10	0.00	0.00	-16.11	54.29

Segment Leq : 54.29 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.99 !	2.99

ROAD (0.00 + 48.73 + 0.00) = 48.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.04	74.75	0.00	-9.69	-0.11	0.00	0.00	-16.23	48.73

Segment Leq : 48.73 dBA

Results segment # 5: 401NB on rmp (night)

Source height = 0.82 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.82 ! 1.50 ! 0.98 ! 0.98

ROAD (0.00 + 28.89 + 0.00) = 28.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	59.53	0.00	-12.15	-0.23	0.00	0.00	-18.25	28.89

Segment Leq : 28.89 dBA

Total Leq All Segments: 55.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.66
(NIGHT): 55.37

Filename: s_hi_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.service Rd (day/night)

Car traffic volume : 5190/427 veh/TimePeriod *
Medium truck volume : 17/1 veh/TimePeriod *
Heavy truck volume : 8/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5644
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.32
Heavy Truck % of Total Volume : 0.16
Day (16 hrs) % of Total Volume : 92.40

Data for Segment # 1: S.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 316.00 / 313.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.service Rd (day/night)

Car traffic volume : 6641/419 veh/TimePeriod *
Medium truck volume : 9/1 veh/TimePeriod *
Heavy truck volume : 4/0 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7074
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.13
Heavy Truck % of Total Volume : 0.06
Day (16 hrs) % of Total Volume : 94.06

Data for Segment # 2: N.service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 328.00 / 324.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 264.00 / 261.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 254.00 / 251.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *

Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 283.00 / 279.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 273.00 / 269.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 7732/1760 veh/TimePeriod *
Medium truck volume : 53/12 veh/TimePeriod *
Heavy truck volume : 27/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9590
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)

Receiver source distance : 144.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 25508/1724 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 27232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.67

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 47.00 / 25.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 7: 401SB onrmp (day/night)

Car traffic volume : 3097/692 veh/TimePeriod *
Medium truck volume : 12/3 veh/TimePeriod *
Heavy truck volume : 6/1 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 3812
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

Data for Segment # 7: 401SB onrmp (day/night)

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-----
Angle1  Angle2      : -90.00 deg   90.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 156.00 / 147.00 m
Receiver height  :      1.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
    
```

Results segment # 1: S.service Rd (day)

Source height = 0.63 m

ROAD (0.00 + 36.50 + 0.00) = 36.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	59.93	0.00	-21.97	-1.46	0.00	0.00	0.00	36.50

Segment Leq : 36.50 dBA

Results segment # 2: N.service Rd (day)

Source height = 0.50 m

ROAD (0.00 + 37.01 + 0.00) = 37.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	60.71	0.00	-22.24	-1.46	0.00	0.00	0.00	37.01

Segment Leq : 37.01 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	1.50	2.48	2.48

ROAD (0.00 + 53.10 + 0.00) = 53.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	81.77	0.00	-15.90	-0.72	0.00	0.00	-12.06	53.10

Segment Leq : 53.10 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
2.27	!	1.50	!	2.46	!	2.46

ROAD (0.00 + 49.50 + 0.00) = 49.50 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.28 78.59 0.00 -16.29 -0.72 0.00 0.00 -12.08 49.50

Segment Leq : 49.50 dBA

Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

ROAD (0.00 + 44.42 + 0.00) = 44.42 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.66 62.19 0.00 -16.31 -1.46 0.00 0.00 0.00 44.42

Segment Leq : 44.42 dBA

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Results segment # 6: 401SB offrmp (day)

Source height = 0.50 m

ROAD (0.00 + 59.17 + 0.00) = 59.17 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.00 64.13 0.00 -4.96 0.00 0.00 0.00 0.00 59.17

Segment Leq : 59.17 dBA

Results segment # 7: 401SB onrmp (day)

Source height = 0.66 m

ROAD (0.00 + 37.34 + 0.00) = 37.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.68	0.00	-16.88	-1.46	0.00	0.00	0.00	37.34

Segment Leq : 37.34 dBA

Total Leq All Segments: 60.65 dBA

Results segment # 1: S.service Rd (night)

Source height = 0.69 m

ROAD (0.00 + 29.81 + 0.00) = 29.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	52.19	0.00	-21.03	-1.34	0.00	0.00	0.00	29.81

Segment Leq : 29.81 dBA

Results segment # 2: N.service Rd (night)

Source height = 0.50 m

ROAD (0.00 + 28.95 + 0.00) = 28.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	51.66	0.00	-21.35	-1.35	0.00	0.00	0.00	28.95

Segment Leq : 28.95 dBA

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Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.59	2.59

ROAD (0.00 + 51.12 + 0.00) = 51.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	78.19	0.00	-14.72	-0.50	0.00	0.00	-11.84	51.12

Segment Leq : 51.12 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.57	2.57

ROAD (0.00 + 47.30 + 0.00) = 47.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.75	0.00	-15.07	-0.50	0.00	0.00	-11.88	47.30

Segment Leq : 47.30 dBA

Results segment # 5: 401SB offrmp (night)

Source height = 0.76 m

ROAD (0.00 + 42.22 + 0.00) = 42.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.75	0.00	-15.19	-1.34	0.00	0.00	0.00	42.22

Segment Leq : 42.22 dBA

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Results segment # 6: 401SB offrmp (night)

Source height = 0.50 m

ROAD (0.00 + 53.22 + 0.00) = 53.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	55.44	0.00	-2.22	0.00	0.00	0.00	0.00	53.22

Segment Leq : 53.22 dBA

Results segment # 7: 401SB onrmp (night)

Source height = 0.62 m

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	52.09	0.00	-15.83	-1.35	0.00	0.00	0.00	34.92

Segment Leq : 34.92 dBA

Total Leq All Segments: 56.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.65
(NIGHT): 56.18

Filename: s_hi_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11192/822 veh/TimePeriod *
Medium truck volume : 64/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 349.00 / 352.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16103/1523 veh/TimePeriod *
Medium truck volume : 129/12 veh/TimePeriod *
Heavy truck volume : 65/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17838
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 359.00 / 362.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 297.00 / 300.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 287.00 / 290.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 315.00 / 318.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 305.00 / 308.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Todd Lane (day/night)

```

-----
Car traffic volume : 25508/1724 veh/TimePeriod *
Medium truck volume : 0/0 veh/TimePeriod *
Heavy truck volume : 0/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27232
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.00
Heavy Truck % of Total Volume : 0.00
Day (16 hrs) % of Total Volume : 93.67
  
```

Data for Segment # 5: Todd Lane (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 27.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 39.49 + 0.00) = 39.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-22.69	-1.46	0.00	0.00	0.00	39.49

Segment Leq : 39.49 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 41.17 + 0.00) = 41.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.52	0.00	-22.89	-1.46	0.00	0.00	0.00	41.17

Segment Leq : 41.17 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.28 !	1.50 !	2.45 !	2.45

ROAD (0.00 + 52.42 + 0.00) = 52.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	81.77	0.00	-16.55	-0.72	0.00	0.00	-12.08	52.42

Segment Leq : 52.42 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.27 !	1.50 !	2.44 !	2.44

ROAD (0.00 + 48.89 + 0.00) = 48.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	78.59	0.00	-16.88	-0.72	0.00	0.00	-12.10	48.89

Segment Leq : 48.89 dBA

Results segment # 5: Todd Lane (day)

Source height = 0.50 m

ROAD (0.00 + 55.97 + 0.00) = 55.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.13	0.00	-6.70	-1.46	0.00	0.00	0.00	55.97

Segment Leq : 55.97 dBA

Total Leq All Segments: 58.26 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 32.05 + 0.00) = 32.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.24	0.00	-21.84	-1.34	0.00	0.00	0.00	32.05

Segment Leq : 32.05 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 34.92 + 0.00) = 34.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-22.00	-1.34	0.00	0.00	0.00	34.92

Segment Leq : 34.92 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.55	2.55

ROAD (0.00 + 50.34 + 0.00) = 50.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	78.19	0.00	-15.44	-0.50	0.00	0.00	-11.90	50.34

Segment Leq : 50.34 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.53	2.53

ROAD (0.00 + 46.58 + 0.00) = 46.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	74.75	0.00	-15.74	-0.50	0.00	0.00	-11.93	46.58

Segment Leq : 46.58 dBA

Results segment # 5: Todd Lane (night)

Source height = 0.50 m

ROAD (0.00 + 50.00 + 0.00) = 50.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	55.44	0.00	-4.08	-1.35	0.00	0.00	0.00	50.00

Segment Leq : 50.00 dBA

Total Leq All Segments: 54.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.26
(NIGHT): 54.12

Filename: s_hi_4.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11192/822 veh/TimePeriod *
Medium truck volume : 64/5 veh/TimePeriod *
Heavy truck volume : 32/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12117
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.57
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 93.16

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 270.00 / 273.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 16103/1523 veh/TimePeriod *
Medium truck volume : 129/12 veh/TimePeriod *
Heavy truck volume : 65/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17838
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.79
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 91.36

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 280.00 / 283.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 19200/4206 veh/TimePeriod *
Medium truck volume : 931/204 veh/TimePeriod *
Heavy truck volume : 7416/1624 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33581
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.38
Heavy Truck % of Total Volume : 26.92
Day (16 hrs) % of Total Volume : 82.03

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 206.00 / 209.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 9212/1903 veh/TimePeriod *
Medium truck volume : 498/103 veh/TimePeriod *
Heavy truck volume : 3542/732 veh/TimePeriod *

Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15990
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.76
Heavy Truck % of Total Volume : 26.73
Day (16 hrs) % of Total Volume : 82.88

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 235.00 / 238.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 5.00 m
Barrier receiver distance : 225.00 / 228.00 m
Source elevation : 0.00 m
Receiver elevation : 5.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401SB offrmp (day/night)

Car traffic volume : 5992/1364 veh/TimePeriod *
Medium truck volume : 41/9 veh/TimePeriod *
Heavy truck volume : 21/5 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 7431
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.68
Heavy Truck % of Total Volume : 0.34
Day (16 hrs) % of Total Volume : 81.46

Data for Segment # 5: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)

Receiver source distance : 206.00 / 209.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 203.00 / 199.00 m
Source elevation : 0.00 m
Receiver elevation : 3.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 6: 401SB offrmp (day/night)

Car traffic volume : 15514/1269 veh/TimePeriod *
Medium truck volume : 150/12 veh/TimePeriod *
Heavy truck volume : 74/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17024
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.95
Heavy Truck % of Total Volume : 0.47
Day (16 hrs) % of Total Volume : 92.44

Data for Segment # 6: 401SB offrmp (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 122.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 41.34 + 0.00) = 41.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.63	0.00	-20.84	-1.46	0.00	0.00	0.00	41.34

Segment Leq : 41.34 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.79 m

ROAD (0.00 + 42.96 + 0.00) = 42.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.52	0.00	-21.10	-1.46	0.00	0.00	0.00	42.96

Segment Leq : 42.96 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28 !	1.50 !	2.47 !	2.47

ROAD (0.00 + 55.27 + 0.00) = 55.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	81.77	0.00	-15.48	-0.85	0.00	0.00	-10.17	55.27

Segment Leq : 55.27 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27 !	1.50 !	2.45 !	2.45

ROAD (0.00 + 51.57 + 0.00) = 51.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	78.59	0.00	-15.97	-0.85	0.00	0.00	-10.20	51.57

Segment Leq : 51.57 dBA

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Results segment # 5: 401SB offrmp (day)

Source height = 0.77 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.77	1.50	0.82	0.82

ROAD (0.00 + 30.34 + 0.00) = 30.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	61.08	0.00	-17.09	-1.18	0.00	0.00	-12.48	30.34

Segment Leq : 30.34 dBA

Results segment # 6: 401SB offrmp (day)

Source height = 0.83 m

ROAD (0.00 + 49.22 + 0.00) = 49.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.54	0.00	-14.87	-1.46	0.00	0.00	0.00	49.22

Segment Leq : 49.22 dBA

Total Leq All Segments: 57.77 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.70 m

ROAD (0.00 + 33.81 + 0.00) = 33.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.24	0.00	-20.09	-1.34	0.00	0.00	0.00	33.81

Segment Leq : 33.81 dBA

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Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 36.62 + 0.00) = 36.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	58.26	0.00	-20.30	-1.34	0.00	0.00	0.00	36.62

Segment Leq : 36.62 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.28 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.28	4.50	2.61	2.61

ROAD (0.00 + 53.16 + 0.00) = 53.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	78.19	0.00	-14.52	-0.65	0.00	0.00	-9.86	53.16

Segment Leq : 53.16 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.27 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.27	4.50	2.58	2.58

ROAD (0.00 + 49.22 + 0.00) = 49.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	74.75	0.00	-14.97	-0.65	0.00	0.00	-9.92	49.22

Segment Leq : 49.22 dBA

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Results segment # 5: 401SB offrmp (night)

Source height = 0.78 m

Barrier height for grazing incidence

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-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.78 !          4.50 !          1.10 !          1.10

```

```

ROAD (0.00 + 31.80 + 0.00) = 31.80 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
   -90    90    0.41  57.68   0.00 -16.15  -1.00   0.00   0.00  -8.73  31.80
-----

```

Segment Leq : 31.80 dBA

Results segment # 6: 401SB offrmp (night)

Source height = 0.83 m

```

ROAD (0.00 + 41.85 + 0.00) = 41.85 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
   -90    90    0.59  57.67   0.00 -14.48  -1.34   0.00   0.00   0.00  41.85
-----

```

Segment Leq : 41.85 dBA

Total Leq All Segments: 54.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.77
(NIGHT): 54.97

Filename: s_ij_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 10160/788 veh/TimePeriod *
Medium truck volume : 46/4 veh/TimePeriod *
Heavy truck volume : 24/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 11023
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.45
Heavy Truck % of Total Volume : 0.23
Day (16 hrs) % of Total Volume : 92.80

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 88.00 / 91.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 11774/765 veh/TimePeriod *
Medium truck volume : 97/6 veh/TimePeriod *
Heavy truck volume : 48/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12692
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.81
Heavy Truck % of Total Volume : 0.40
Day (16 hrs) % of Total Volume : 93.90

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 180.00 / 183.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 11977/2581 veh/TimePeriod *
Medium truck volume : 871/188 veh/TimePeriod *
Heavy truck volume : 7224/1557 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24397
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.34
Heavy Truck % of Total Volume : 35.99
Day (16 hrs) % of Total Volume : 82.27

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 133.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 123.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 148.00 / 151.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 138.00 / 141.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 4463/785 veh/TimePeriod *
Medium truck volume : 28/5 veh/TimePeriod *
Heavy truck volume : 14/2 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 5297
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.62
Heavy Truck % of Total Volume : 0.31
Day (16 hrs) % of Total Volume : 85.05

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 185.00 / 188.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 182.00 / 178.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 6: 401SB onramp (day/night)

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Car traffic volume : 1959/438 veh/TimePeriod *
Medium truck volume : 8/2 veh/TimePeriod *
Heavy truck volume : 4/1 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 2411
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.40
Heavy Truck % of Total Volume : 0.20
Day (16 hrs) % of Total Volume : 81.74

```

Data for Segment # 6: 401SB onramp (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 103.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 4.00 m
Barrier receiver distance : 97.00 / 100.00 m
Source elevation : 0.00 m
Receiver elevation : 4.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.70 m

ROAD (0.00 + 48.85 + 0.00) = 48.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.06	0.00	-12.76	-1.46	0.00	0.00	0.00	48.85

Segment Leq : 48.85 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.80 m

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.17	0.00	-17.91	-1.46	0.00	0.00	0.00	44.80

Segment Leq : 44.80 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.95	2.95

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.15	81.51	0.00	-10.81	-0.42	0.00	0.00	-14.42	55.85

Segment Leq : 55.85 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.78	2.78

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.16	80.16	0.00	-11.49	-0.43	0.00	0.00	-14.61	53.63

Segment Leq : 53.63 dBA

Results segment # 5: 401NB offram (day)

Source height = 0.75 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.75	1.50	0.82	0.82

ROAD (0.00 + 28.24 + 0.00) = 28.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	59.71	0.00	-15.74	-1.07	0.00	0.00	-14.67	28.24

Segment Leq : 28.24 dBA

Results segment # 6: 401SB onramp (day)

Source height = 0.67 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.67	1.50	0.82	0.82

ROAD (0.00 + 28.17 + 0.00) = 28.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.44	55.83	0.00	-11.90	-1.07	0.00	0.00	-14.69	28.17

Segment Leq : 28.17 dBA

Total Leq All Segments: 58.59 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.71 m

ROAD (0.00 + 41.21 + 0.00) = 41.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.03	0.00	-12.48	-1.34	0.00	0.00	0.00	41.21

Segment Leq : 41.21 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.79 m

ROAD (0.00 + 36.64 + 0.00) = 36.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.27	0.00	-17.29	-1.34	0.00	0.00	0.00	36.64

Segment Leq : 36.64 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.16	3.16

ROAD (0.00 + 53.50 + 0.00) = 53.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	77.85	0.00	-10.07	-0.18	0.00	0.00	-14.09	53.50

Segment Leq : 53.50 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	4.50	2.97	2.97

ROAD (0.00 + 51.08 + 0.00) = 51.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.07	76.28	0.00	-10.69	-0.19	0.00	0.00	-14.32	51.08

Segment Leq : 51.08 dBA

Results segment # 5: 401NB offram (night)

Source height = 0.71 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.71 !	4.50 !	1.12 !	1.12

ROAD (0.00 + 28.44 + 0.00) = 28.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	55.08	0.00	-14.86	-0.88	0.00	0.00	-10.89	28.44

Segment Leq : 28.44 dBA

Results segment # 6: 401SB onramp (night)

Source height = 0.69 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.69 !	4.50 !	0.92 !	0.92

ROAD (0.00 + 25.78 + 0.00) = 25.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.35	52.41	0.00	-11.33	-0.89	0.00	0.00	-14.41	25.78

Segment Leq : 25.78 dBA

Total Leq All Segments: 55.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.59
(NIGHT): 55.69

Filename: s_ij_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 8257/647 veh/TimePeriod *
Medium truck volume : 79/6 veh/TimePeriod *
Heavy truck volume : 241/19 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9249
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.92
Heavy Truck % of Total Volume : 2.81
Day (16 hrs) % of Total Volume : 92.73

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 166.00 / 161.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8780/930 veh/TimePeriod *
Medium truck volume : 50/5 veh/TimePeriod *
Heavy truck volume : 25/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9792
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.56
Heavy Truck % of Total Volume : 0.28
Day (16 hrs) % of Total Volume : 90.42

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 177.00 / 172.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 213.00 / 208.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 203.00 / 198.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 233.00 / 228.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 223.00 / 218.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Cousineau Dr (day/night)

```

-----
Car traffic volume : 15172/1060 veh/TimePeriod *
Medium truck volume : 5/0 veh/TimePeriod *
Heavy truck volume : 3/0 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 16240
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.03
Heavy Truck % of Total Volume : 0.02
Day (16 hrs) % of Total Volume : 93.47

```

Data for Segment # 5: Cousineau Dr (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 28.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.29 m

ROAD (0.00 + 46.75 + 0.00) = 46.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.53	0.00	-17.33	-1.46	0.00	0.00	0.00	46.75

Segment Leq : 46.75 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.73 m

ROAD (0.00 + 43.32 + 0.00) = 43.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.57	0.00	-17.79	-1.46	0.00	0.00	0.00	43.32

Segment Leq : 43.32 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.69	2.69

ROAD (0.00 + 54.76 + 0.00) = 54.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.64	0.00	-13.98	-0.57	0.00	0.00	-13.33	54.76

Segment Leq : 54.76 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.56	2.56

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.16	0.00	-14.49	-0.58	0.00	0.00	-13.50	51.60

Segment Leq : 51.60 dBA

Results segment # 5: Cousineau Dr (day)

Source height = 0.50 m

ROAD (0.00 + 54.80 + 0.00) = 54.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.95	0.00	-5.68	-1.46	0.00	0.00	0.00	54.80

Segment Leq : 54.80 dBA

Total Leq All Segments: 59.11 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.30 m

ROAD (0.00 + 39.93 + 0.00) = 39.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	57.49	0.00	-16.25	-1.31	0.00	0.00	0.00	39.93

Segment Leq : 39.93 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.75 m

ROAD (0.00 + 37.67 + 0.00) = 37.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	55.88	0.00	-16.87	-1.34	0.00	0.00	0.00	37.67

Segment Leq : 37.67 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.84	2.84

ROAD (0.00 + 52.67 + 0.00) = 52.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.92	0.00	-12.82	-0.34	0.00	0.00	-13.09	52.67

Segment Leq : 52.67 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.29	!	4.50	!	2.70	!	2.70

ROAD (0.00 + 49.34 + 0.00) = 49.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.28	0.00	-13.31	-0.35	0.00	0.00	-13.28	49.34

Segment Leq : 49.34 dBA

Results segment # 5: Cousineau Dr (night)

Source height = 0.50 m

ROAD (0.00 + 47.63 + 0.00) = 47.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	53.32	0.00	-4.34	-1.35	0.00	0.00	0.00	47.63

Segment Leq : 47.63 dBA

Total Leq All Segments: 55.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 59.11
(NIGHT): 55.37

Filename: s_jk_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/574 veh/TimePeriod
Medium truck volume : 35/8 veh/TimePeriod
Heavy truck volume : 117/28 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 145.00 / 124.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/303 veh/TimePeriod
Medium truck volume : 74/5 veh/TimePeriod
Heavy truck volume : 37/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 156.00 / 135.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 192.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 7.00 m
Barrier receiver distance : 182.00 / 161.00 m
Source elevation : 0.00 m
Receiver elevation : 7.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 219.00 / 198.00 m
Receiver height : 1.50 / 4.50 m

Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 7.00 m
 Barrier receiver distance : 209.00 / 188.00 m
 Source elevation : 0.00 m
 Receiver elevation : 7.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 5: Cousineau (day/night)

Car traffic volume : 15172/1060 veh/TimePeriod *
 Medium truck volume : 5/0 veh/TimePeriod *
 Heavy truck volume : 3/0 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16240
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 0.03
 Heavy Truck % of Total Volume : 0.02
 Day (16 hrs) % of Total Volume : 93.47

Data for Segment # 5: Cousineau (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 131.00 / 128.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 43.83 + 0.00) = 43.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-16.36	-1.46	0.00	0.00	0.00	43.83

Segment Leq : 43.83 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 44.52 + 0.00) = 44.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-16.88	-1.46	0.00	0.00	0.00	44.52

Segment Leq : 44.52 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	2.72	2.72

ROAD (0.00 + 55.34 + 0.00) = 55.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	82.64	0.00	-13.43	-0.57	0.00	0.00	-13.30	55.34

Segment Leq : 55.34 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.58	2.58

ROAD (0.00 + 51.94 + 0.00) = 51.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.22	80.16	0.00	-14.16	-0.58	0.00	0.00	-13.48	51.94

Segment Leq : 51.94 dBA

Results segment # 5: Cousineau (day)

Source height = 0.50 m

ROAD (0.00 + 52.53 + 0.00) = 52.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	61.95	0.00	-9.41	0.00	0.00	0.00	0.00	52.53

Segment Leq : 52.53 dBA

Total Leq All Segments: 58.63 dBA

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Results segment # 1: S.Service Rd (night)

Source height = 1.46 m

ROAD (0.00 + 42.70 + 0.00) = 42.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	58.42	0.00	-14.41	-1.30	0.00	0.00	0.00	42.70

Segment Leq : 42.70 dBA

Results segment # 2: N.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 38.79 + 0.00) = 38.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	55.11	0.00	-15.01	-1.31	0.00	0.00	0.00	38.79

Segment Leq : 38.79 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	2.93	2.93

ROAD (0.00 + 53.75 + 0.00) = 53.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.12	78.92	0.00	-11.87	-0.34	0.00	0.00	-12.97	53.75

Segment Leq : 53.75 dBA

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Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
2.29 ! 4.50 ! 2.76 ! 2.76

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.13	76.28	0.00	-12.62	-0.35	0.00	0.00	-13.21	50.10

Segment Leq : 50.10 dBA

Results segment # 5: Cousineau (night)

Source height = 0.50 m

ROAD (0.00 + 44.01 + 0.00) = 44.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	53.32	0.00	-9.31	0.00	0.00	0.00	0.00	44.01

Segment Leq : 44.01 dBA

Total Leq All Segments: 55.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.63
(NIGHT): 55.92

Filename: s_jk_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2461/301 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 41.00 / 44.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 35.00 / 38.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 51.00 / 54.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 45.00 / 48.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 13717/2916 veh/TimePeriod *
Medium truck volume : 1105/235 veh/TimePeriod *
Heavy truck volume : 9464/2012 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 29449
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.55
Heavy Truck % of Total Volume : 38.97
Day (16 hrs) % of Total Volume : 82.47

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 89.00 / 92.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 79.00 / 82.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

```

-----
Car traffic volume : 12627/2584 veh/TimePeriod *
Medium truck volume : 709/145 veh/TimePeriod *
Heavy truck volume : 5117/1047 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 22229
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.84
Heavy Truck % of Total Volume : 27.73
Day (16 hrs) % of Total Volume : 83.01
  
```

Data for Segment # 4: Hwy 401 NB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 109.00 / 112.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 99.00 / 102.00 m
Source elevation : 0.00 m
Receiver elevation : 6.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
  
```

Results segment # 1: S.Service Rd (day)

Source height = 1.45 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.45 ! 1.50 ! 2.34 ! 2.34
  
```

ROAD (0.00 + 41.25 + 0.00) = 41.25 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.30 61.66 0.00 -5.68 -0.77 0.00 0.00 -13.96 41.25
-----
  
```

Segment Leq : 41.25 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
0.81 !	1.50 !	1.59 !	1.59

ROAD (0.00 + 39.98 + 0.00) = 39.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.32	62.86	0.00	-7.02	-0.81	0.00	0.00	-15.05	39.98

Segment Leq : 39.98 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.40 !	1.50 !	2.97 !	2.97

ROAD (0.00 + 60.72 + 0.00) = 60.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.27	82.64	0.00	-9.84	-0.71	0.00	0.00	-11.36	60.72

Segment Leq : 60.72 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.29 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.29	1.50	2.77	2.77

ROAD (0.00 + 56.77 + 0.00) = 56.77 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.28	80.16	0.00	-10.99	-0.72	0.00	0.00	-11.68	56.77

Segment Leq : 56.77 dBA

Total Leq All Segments: 62.25 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.39	4.50	2.64	2.64

ROAD (0.00 + 35.63 + 0.00) = 35.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.21	55.10	0.00	-5.67	-0.57	0.00	0.00	-13.23	35.63

Segment Leq : 35.63 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
0.83	!	4.50	!	1.90	!	1.90

ROAD (0.00 + 32.74 + 0.00) = 32.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.23	54.60	0.00	-6.84	-0.61	0.00	0.00	-14.42	32.74

Segment Leq : 32.74 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
2.40	!	4.50	!	3.28	!	3.28

ROAD (0.00 + 58.41 + 0.00) = 58.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.18	78.92	0.00	-9.32	-0.50	0.00	0.00	-10.70	58.41

Segment Leq : 58.41 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.29 m

Barrier height for grazing incidence

Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
 2.29 ! 4.50 ! 3.03 ! 3.03

ROAD (0.00 + 54.27 + 0.00) = 54.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.19	76.28	0.00	-10.36	-0.50	0.00	0.00	-11.16	54.27

Segment Leq : 54.27 dBA

Total Leq All Segments: 59.85 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.25
(NIGHT): 59.85

Filename: s_jk_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 2431/301 veh/TimePeriod
Medium truck volume : 35/5 veh/TimePeriod
Heavy truck volume : 117/12 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 212.00 / 217.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 8608/638 veh/TimePeriod *
Medium truck volume : 74/5 veh/TimePeriod *
Heavy truck volume : 37/3 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9366
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 0.85
Heavy Truck % of Total Volume : 0.43
Day (16 hrs) % of Total Volume : 93.10

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 228.00 / 233.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 16744/3710 veh/TimePeriod *
Medium truck volume : 1164/258 veh/TimePeriod *
Heavy truck volume : 9668/2142 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 33686
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.22
Heavy Truck % of Total Volume : 35.06
Day (16 hrs) % of Total Volume : 81.86

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 90.00 / 95.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 80.00 / 85.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 114.00 / 119.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 9.00 m
Barrier receiver distance : 104.00 / 109.00 m
Source elevation : 0.00 m
Receiver elevation : 9.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 5: Howard (day/night)

```

-----
Car traffic volume : 16635/1306 veh/TimePeriod *
Medium truck volume : 245/19 veh/TimePeriod *
Heavy truck volume : 122/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72

```

Data for Segment # 5: Howard (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 57.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 1.46 m

ROAD (0.00 + 41.10 + 0.00) = 41.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	61.65	0.00	-19.09	-1.46	0.00	0.00	0.00	41.10

Segment Leq : 41.10 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.81 m

ROAD (0.00 + 41.79 + 0.00) = 41.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.86	0.00	-19.62	-1.46	0.00	0.00	0.00	41.79

Segment Leq : 41.79 dBA

Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.30	3.30

ROAD (0.00 + 58.72 + 0.00) = 58.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	82.78	0.00	-8.51	-0.26	0.00	0.00	-15.29	58.72

Segment Leq : 58.72 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	1.50	3.03	3.03

ROAD (0.00 + 54.70 + 0.00) = 54.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	80.04	0.00	-9.65	-0.27	0.00	0.00	-15.42	54.70

Segment Leq : 54.70 dBA

Results segment # 5: Howard (day)

Source height = 0.92 m

ROAD (0.00 + 56.01 + 0.00) = 56.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.42	0.00	-8.96	-1.46	0.00	0.00	0.00	56.01

Segment Leq : 56.01 dBA

Total Leq All Segments: 61.66 dBA

Results segment # 1: S.Service Rd (night)

Source height = 1.39 m

ROAD (0.00 + 34.38 + 0.00) = 34.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	55.10	0.00	-19.26	-1.46	0.00	0.00	0.00	34.38

Segment Leq : 34.38 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.83 m

ROAD (0.00 + 33.37 + 0.00) = 33.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	54.60	0.00	-19.77	-1.46	0.00	0.00	0.00	33.37

Segment Leq : 33.37 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	1.50	3.25	3.25

ROAD (0.00 + 54.89 + 0.00) = 54.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.09	79.25	0.00	-8.76	-0.26	0.00	0.00	-15.33	54.89

Segment Leq : 54.89 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)
2.32 !	1.50 !	3.00 !	3.00

ROAD (0.00 + 51.14 + 0.00) = 51.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	76.71	0.00	-9.85	-0.27	0.00	0.00	-15.44	51.14

Segment Leq : 51.14 dBA

Results segment # 5: Howard (night)

Source height = 0.93 m

ROAD (0.00 + 47.34 + 0.00) = 47.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.42	0.00	-9.62	-1.46	0.00	0.00	0.00	47.34

Segment Leq : 47.34 dBA

Total Leq All Segments: 56.97 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.66
(NIGHT): 56.97

Filename: s_kl_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 276.00 / 272.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 288.00 / 284.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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Road data, segment # 3: Hwy 401 SB (day/night)

Car traffic volume : 10835/2009 veh/TimePeriod *
Medium truck volume : 951/176 veh/TimePeriod *
Heavy truck volume : 8241/1528 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 23741
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.75
Heavy Truck % of Total Volume : 41.15
Day (16 hrs) % of Total Volume : 84.36

Data for Segment # 3: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 130.00 / 126.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 120.00 / 116.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 4: Hwy 401 NB (day/night)

Car traffic volume : 11713/2719 veh/TimePeriod *
Medium truck volume : 685/159 veh/TimePeriod *
Heavy truck volume : 4998/1160 veh/TimePeriod *

Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21434
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.94
Heavy Truck % of Total Volume : 28.73
Day (16 hrs) % of Total Volume : 81.16

Data for Segment # 4: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 150.00 / 146.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 8.00 m
Barrier receiver distance : 140.00 / 136.00 m
Source elevation : 0.00 m
Receiver elevation : 8.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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Road data, segment # 5: 401NB offram (day/night)

Car traffic volume : 7385/1746 veh/TimePeriod *
Medium truck volume : 96/23 veh/TimePeriod *
Heavy truck volume : 48/11 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 9309
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.27
Heavy Truck % of Total Volume : 0.64
Day (16 hrs) % of Total Volume : 80.88

Data for Segment # 5: 401NB offram (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)

Receiver source distance : 121.00 / 118.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
 Barrier height : 5.00 m
 Barrier receiver distance : 118.00 / 115.00 m
 Source elevation : 0.00 m
 Receiver elevation : 5.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

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Road data, segment # 6: Howard Ave (day/night)

 Car traffic volume : 16635/1306 veh/TimePeriod *
 Medium truck volume : 245/19 veh/TimePeriod *
 Heavy truck volume : 122/10 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 18337
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.44
 Heavy Truck % of Total Volume : 0.72
 Day (16 hrs) % of Total Volume : 92.72

Data for Segment # 6: Howard Ave (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 40.00 / 25.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: S.Service Rd (day)

 Source height = 0.90 m

ROAD (0.00 + 52.21 + 0.00) = 52.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.85	0.00	-12.65	0.00	0.00	0.00	0.00	52.21

Segment Leq : 52.21 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 52.11 + 0.00) = 52.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.94	0.00	-12.83	0.00	0.00	0.00	0.00	52.11

Segment Leq : 52.11 dBA

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Results segment # 3: Hwy 401 SB (day)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40 !	1.50 !	2.95 !	2.95

ROAD (0.00 + 58.21 + 0.00) = 58.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.01	0.00	-9.38	0.00	0.00	0.00	-14.42	58.21

Segment Leq : 58.21 dBA

Results segment # 4: Hwy 401 NB (day)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32 !	1.50 !	2.79 !	2.79

ROAD (0.00 + 55.45 + 0.00) = 55.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	80.04	0.00	-10.00	0.00	0.00	0.00	-14.59	55.45

Segment Leq : 55.45 dBA

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Results segment # 5: 401NB offram (day)

Source height = 0.89 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.89	1.50	1.03	1.03

ROAD (0.00 + 37.87 + 0.00) = 37.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.71	0.00	-9.07	0.00	0.00	0.00	-15.77	37.87

Segment Leq : 37.87 dBA

Results segment # 6: Howard Ave (day)

Source height = 0.92 m

ROAD (0.00 + 62.16 + 0.00) = 62.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.42	0.00	-4.26	0.00	0.00	0.00	0.00	62.16

Segment Leq : 62.16 dBA

Total Leq All Segments: 64.76 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 44.80 + 0.00) = 44.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.39	0.00	-12.58	0.00	0.00	0.00	0.00	44.80

Segment Leq : 44.80 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 43.51 + 0.00) = 43.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.28	0.00	-12.77	0.00	0.00	0.00	0.00	43.51

Segment Leq : 43.51 dBA

Results segment # 3: Hwy 401 SB (night)

Source height = 2.40 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.40	4.50	3.20	3.20

ROAD (0.00 + 54.42 + 0.00) = 54.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.70	0.00	-9.24	0.00	0.00	0.00	-14.05	54.42

Segment Leq : 54.42 dBA

Results segment # 4: Hwy 401 NB (night)

Source height = 2.32 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
2.32	4.50	3.01	3.01

ROAD (0.00 + 52.55 + 0.00) = 52.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.71	0.00	-9.88	0.00	0.00	0.00	-14.27	52.55

Segment Leq : 52.55 dBA

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Results segment # 5: 401NB offram (night)

Source height = 0.89 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          0.89 !          4.50 !          1.11 !          1.11

```

ROAD (0.00 + 34.86 + 0.00) = 34.86 dBA

```

Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90    90    0.00  59.44   0.00  -8.96   0.00   0.00   0.00 -15.62  34.86
-----

```

Segment Leq : 34.86 dBA

Results segment # 6: Howard Ave (night)

Source height = 0.93 m

ROAD (0.00 + 56.20 + 0.00) = 56.20 dBA

```

Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
  -90    90    0.00  58.42   0.00  -2.22   0.00   0.00   0.00   0.00  56.20
-----

```

Segment Leq : 56.20 dBA

Total Leq All Segments: 59.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.76
(NIGHT): 59.68

Filename: s_kl_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume : 14661/1144 veh/TimePeriod *
Medium truck volume : 216/17 veh/TimePeriod *
Heavy truck volume : 108/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.76

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 216.00 / 219.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 2.50 m
Barrier receiver distance : 26.00 / 29.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 2: Howard Ave. (day/night)

```

-----
Car traffic volume : 16635/1306 veh/TimePeriod *
Medium truck volume : 245/19 veh/TimePeriod *
Heavy truck volume : 122/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
  
```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72
  
```

Data for Segment # 2: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 57.00 / 60.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
  
```

Results segment # 1: Laurier Ext. (day)

Source height = 0.92 m

Barrier height for grazing incidence

```

-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.92 ! 1.50 ! 1.43 ! 1.43
  
```

ROAD (0.00 + 48.53 + 0.00) = 48.53 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 90 0.00 65.88 0.00 -11.58 0.00 0.00 0.00 -5.76 48.53
-----
  
```

Segment Leq : 48.53 dBA

Results segment # 2: Howard Ave. (day)

Source height = 0.92 m

ROAD (0.00 + 60.63 + 0.00) = 60.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.42	0.00	-5.80	0.00	0.00	0.00	0.00	60.63

Segment Leq : 60.63 dBA

Total Leq All Segments: 60.89 dBA

Results segment # 1: Laurier Ext. (night)

Source height = 0.91 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.91	4.50	4.02	4.02

ROAD (0.00 + 46.12 + 0.00) = 46.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.77	0.00	-11.64	0.00	0.00	0.00	-3.03	43.09*
-90	90	0.00	57.77	0.00	-11.64	0.00	0.00	0.00	0.00	46.12

* Bright Zone !

Segment Leq : 46.12 dBA

Results segment # 2: Howard Ave. (night)

Source height = 0.93 m

ROAD (0.00 + 52.40 + 0.00) = 52.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-6.02	0.00	0.00	0.00	0.00	52.40

Segment Leq : 52.40 dBA

Total Leq All Segments: 53.32 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.89
(NIGHT): 53.32

Filename: s_kl_3.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Laurier Ext. (day/night)

Car traffic volume : 14661/1144 veh/TimePeriod *
Medium truck volume : 216/17 veh/TimePeriod *
Heavy truck volume : 108/8 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16154
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.76

Data for Segment # 1: Laurier Ext. (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 101.00 / 104.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Howard Ave. (day/night)

```

-----
Car traffic volume : 16635/1306 veh/TimePeriod *
Medium truck volume : 245/19 veh/TimePeriod *
Heavy truck volume : 122/10 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 18337
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.44
Heavy Truck % of Total Volume : 0.72
Day (16 hrs) % of Total Volume : 92.72

```

Data for Segment # 2: Howard Ave. (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 36.00 / 39.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Laurier Ext. (day)

Source height = 0.92 m

ROAD (0.00 + 57.60 + 0.00) = 57.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.88	0.00	-8.28	0.00	0.00	0.00	0.00	57.60

Segment Leq : 57.60 dBA

Results segment # 2: Howard Ave. (day)

Source height = 0.92 m

ROAD (0.00 + 62.62 + 0.00) = 62.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	66.42	0.00	-3.80	0.00	0.00	0.00	0.00	62.62

Segment Leq : 62.62 dBA

Total Leq All Segments: 63.81 dBA

Results segment # 1: Laurier Ext. (night)

Source height = 0.91 m

ROAD (0.00 + 49.36 + 0.00) = 49.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	57.77	0.00	-8.41	0.00	0.00	0.00	0.00	49.36

Segment Leq : 49.36 dBA

Results segment # 2: Howard Ave. (night)

Source height = 0.93 m

ROAD (0.00 + 54.27 + 0.00) = 54.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	58.42	0.00	-4.15	0.00	0.00	0.00	0.00	54.27

Segment Leq : 54.27 dBA

Total Leq All Segments: 55.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.81
(NIGHT): 55.49

Filename: s_lm_1.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Hwy 401 NB (day/night)

Car traffic volume : 16730/3596 veh/TimePeriod *
Medium truck volume : 872/187 veh/TimePeriod *
Heavy truck volume : 6159/1324 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28867
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 1: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 125.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Hwy 401 SB (day/night)

```

-----
Car traffic volume : 15379/3333 veh/TimePeriod *
Medium truck volume : 1182/256 veh/TimePeriod *
Heavy truck volume : 10000/2167 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 32317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19

```

Data for Segment # 2: Hwy 401 SB (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 98.00 / 101.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Hwy 401 NB (day)

Source height = 2.26 m

ROAD (0.00 + 64.69 + 0.00) = 64.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	81.01	0.00	-14.90	-1.42	0.00	0.00	0.00	64.69

Segment Leq : 64.69 dBA

Results segment # 2: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 68.17 + 0.00) = 68.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.89	0.00	-13.31	-1.41	0.00	0.00	0.00	68.17

Segment Leq : 68.17 dBA

Total Leq All Segments: 69.78 dBA

Results segment # 1: Hwy 401 NB (night)

Source height = 2.26 m

ROAD (0.00 + 61.83 + 0.00) = 61.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.34	0.00	-14.25	-1.26	0.00	0.00	0.00	61.83

Segment Leq : 61.83 dBA

Results segment # 2: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 65.23 + 0.00) = 65.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.26	0.00	-12.78	-1.25	0.00	0.00	0.00	65.23

Segment Leq : 65.23 dBA

Total Leq All Segments: 66.86 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.78
(NIGHT): 66.86

Filename: s_lm_2.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: S.Service Rd (day/night)

Car traffic volume : 11946/1073 veh/TimePeriod *
Medium truck volume : 162/15 veh/TimePeriod *
Heavy truck volume : 80/7 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13283
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.33
Heavy Truck % of Total Volume : 0.66
Day (16 hrs) % of Total Volume : 91.76

Data for Segment # 1: S.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 161.00 / 164.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: N.Service Rd (day/night)

Car traffic volume : 12057/812 veh/TimePeriod *
Medium truck volume : 167/11 veh/TimePeriod *
Heavy truck volume : 84/6 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 13137
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.36
Heavy Truck % of Total Volume : 0.68
Day (16 hrs) % of Total Volume : 93.69

Data for Segment # 2: N.Service Rd (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 168.00 / 171.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Hwy 401 NB (day/night)

Car traffic volume : 16730/3596 veh/TimePeriod *
Medium truck volume : 872/187 veh/TimePeriod *
Heavy truck volume : 6159/1324 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 28867
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.67
Heavy Truck % of Total Volume : 25.92
Day (16 hrs) % of Total Volume : 82.31

Data for Segment # 3: Hwy 401 NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Hwy 401 SB (day/night)

Car traffic volume : 15379/3333 veh/TimePeriod *
Medium truck volume : 1182/256 veh/TimePeriod *
Heavy truck volume : 10000/2167 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 32317
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 4.45
Heavy Truck % of Total Volume : 37.65
Day (16 hrs) % of Total Volume : 82.19

Data for Segment # 4: Hwy 401 SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 485.00 / 488.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Talbot Rd (day/night)

```

-----
Car traffic volume : 25021/1965 veh/TimePeriod *
Medium truck volume : 342/27 veh/TimePeriod *
Heavy truck volume : 171/13 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

* Refers to calculated road volumes based on the following input:

```

24 hr Traffic Volume (AADT or SADT): 27539
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.34
Heavy Truck % of Total Volume : 0.67
Day (16 hrs) % of Total Volume : 92.72

```

Data for Segment # 5: Talbot Rd (day/night)

```

-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 60.00 / 63.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: S.Service Rd (day)

Source height = 0.90 m

ROAD (0.00 + 46.29 + 0.00) = 46.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.85	0.00	-17.11	-1.46	0.00	0.00	0.00	46.29

Segment Leq : 46.29 dBA

Results segment # 2: N.Service Rd (day)

Source height = 0.91 m

ROAD (0.00 + 46.07 + 0.00) = 46.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.94	0.00	-17.42	-1.46	0.00	0.00	0.00	46.07

Segment Leq : 46.07 dBA

Results segment # 3: Hwy 401 NB (day)

Source height = 2.26 m

ROAD (0.00 + 54.66 + 0.00) = 54.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.64	81.01	0.00	-24.93	-1.42	0.00	0.00	0.00	54.66

Segment Leq : 54.66 dBA

Results segment # 4: Hwy 401 SB (day)

Source height = 2.40 m

ROAD (0.00 + 56.83 + 0.00) = 56.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.63	82.89	0.00	-24.65	-1.41	0.00	0.00	0.00	56.83

Segment Leq : 56.83 dBA

Results segment # 5: Talbot Rd (day)

Source height = 0.90 m

ROAD (0.00 + 59.76 + 0.00) = 59.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.21	0.00	-9.99	-1.46	0.00	0.00	0.00	59.76

Segment Leq : 59.76 dBA

Total Leq All Segments: 62.56 dBA

Results segment # 1: S.Service Rd (night)

Source height = 0.89 m

ROAD (0.00 + 39.56 + 0.00) = 39.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	57.39	0.00	-16.50	-1.33	0.00	0.00	0.00	39.56

Segment Leq : 39.56 dBA

Results segment # 2: N.Service Rd (night)

Source height = 0.92 m

ROAD (0.00 + 38.17 + 0.00) = 38.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	56.28	0.00	-16.78	-1.33	0.00	0.00	0.00	38.17

Segment Leq : 38.17 dBA

Results segment # 3: Hwy 401 NB (night)

Source height = 2.26 m

ROAD (0.00 + 52.52 + 0.00) = 52.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	77.34	0.00	-23.56	-1.26	0.00	0.00	0.00	52.52

Segment Leq : 52.52 dBA

Results segment # 4: Hwy 401 SB (night)

Source height = 2.40 m

ROAD (0.00 + 54.67 + 0.00) = 54.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.54	79.26	0.00	-23.34	-1.25	0.00	0.00	0.00	54.67

Segment Leq : 54.67 dBA

Results segment # 5: Talbot Rd (night)

Source height = 0.90 m

ROAD (0.00 + 51.92 + 0.00) = 51.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.59	63.15	0.00	-9.90	-1.33	0.00	0.00	0.00	51.92

Segment Leq : 51.92 dBA

Total Leq All Segments: 58.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.56
(NIGHT): 58.08

Appendix C – STAMSON Noise Model Output File for Tunnel Alternative (Alternative 3)

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STAMSON 5.0 NORMAL REPORT Date: 21-02-2007 01:14:41
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: thorold.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: northbound (day/night)

Car traffic volume : 12800/2400 veh/TimePeriod
Medium truck volume : 640/480 veh/TimePeriod
Heavy truck volume : 640/240 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: northbound (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 1.20 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: southbound (day/night)

Car traffic volume : 11317/2400 veh/TimePeriod
Medium truck volume : 656/480 veh/TimePeriod
Heavy truck volume : 656/240 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: southbound (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height : 1.20 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Source height = 1.67 m

Segment Leq : 68.38 dBA

Total Leq All Segments: 73.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 74.26

Note: this sound level appears in Table 5.2-2 in the main report.

STAMSON 5.0 SUMMARY REPORT Date: 03-03-2007 12:10:16
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: Time Period: Day/Night 16/8 hours
Description: NB + SB traffic at Entrance Portal - Near HWY 3

Road data, segment # 1: NB (day/night)

Car traffic volume : 14287/3260 veh/TimePeriod
Medium truck volume : 826/188 veh/TimePeriod
Heavy truck volume : 5983/1365 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: SB (day/night)

Car traffic volume : 14221/3118 veh/TimePeriod
Medium truck volume : 1115/244 veh/TimePeriod
Heavy truck volume : 9496/2082 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 3 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: NB (day)

Source height = 2.31 m

ROAD (0.00 + 77.86 + 0.00) = 77.86 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.64 79.27 0.00 0.00 -1.42 0.00 0.00 0.00 77.86

Segment Leq : 77.86 dBA

Results segment # 2: SB (day)

Source height = 2.40 m

ROAD (0.00 + 75.72 + 0.00) = 75.72 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.63 82.04 0.00 -4.92 -1.41 0.00 0.00 0.00 75.72

Segment Leq : 75.72 dBA

Total Leq All Segments: 79.93 dBA

Results segment # 1: NB (night)

Source height = 2.31 m

ROAD (0.00 + 74.61 + 0.00) = 74.61 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.55 75.87 0.00 0.00 -1.26 0.00 0.00 0.00 74.61

Segment Leq : 74.61 dBA

Results segment # 2: SB (night)

Source height = 2.40 m

ROAD (0.00 + 72.56 + 0.00) = 72.56 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.54 78.46 0.00 -4.64 -1.25 0.00 0.00 0.00 72.56

Segment Leq : 72.56 dBA

Total Leq All Segments: 76.72 dBA

**TOTAL Leq FROM ALL SOURCES (DAY): 79.93
(NIGHT): 76.72**

STAMSON 5.0 NORMAL REPORT Date: 03-03-2007 12:40:56
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: Time Period: Day/Night 16/8 hours
Description: NB + SB traffic at Exit Portal - Near Malden st.

Road data, segment # 1: NB (day/night)

Car traffic volume : 3000/1124 veh/TimePeriod
Medium truck volume : 504/189 veh/TimePeriod
Heavy truck volume : 4726/1771 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 3 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: SB (day/night)

Car traffic volume : 5665/1628 veh/TimePeriod
Medium truck volume : 1082/311 veh/TimePeriod
Heavy truck volume : 10368/2980 veh/TimePeriod
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height : 1.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: NB (day)

Source height = 2.40 m

ROAD (0.00 + 77.50 + 0.00) = 77.50 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.63 78.92 0.00 0.00 -1.41 0.00 0.00 0.00 77.50

Segment Leq : 77.50 dBA

Results segment # 2: SB (day)

Source height = 2.40 m

ROAD (0.00 + 75.06 + 0.00) = 75.06 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90	90	0.63	81.39	0.00	-4.92	-1.41	0.00	0.00	0.00	75.06
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Segment Leq : 75.06 dBA

Total Leq All Segments: 79.46 dBA

Results segment # 1: NB (night)

Source height = 2.40 m

ROAD (0.00 + 76.41 + 0.00) = 76.41 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90	90	0.54	77.66	0.00	0.00	-1.25	0.00	0.00	0.00	76.41
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Segment Leq : 76.41 dBA

Results segment # 2: SB (night)

Source height = 2.40 m

ROAD (0.00 + 73.09 + 0.00) = 73.09 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90	90	0.54	78.99	0.00	-4.64	-1.25	0.00	0.00	0.00	73.09
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Segment Leq : 73.09 dBA

Total Leq All Segments: 78.07 dBA

**TOTAL Leq FROM ALL SOURCES (DAY): 79.46
(NIGHT): 78.07**

Appendix D – CADNA_A Modelling Results for Crossings and Plazas

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Table D.1 CADNA_A Modelling Results for Plaza A to Crossing A

Plaza A - Crossing A - 2035 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	57.7	58.9	1.2
R2	58.2	60	1.8
R3	58.4	60	1.6
R4	56.8	58.4	1.6
R5	53.8	55.1	1.3
R6	60	61	1
R7	54.1	55.1	1
R8	58.2	59.4	1.2
R9	60.1	61.6	1.5
R10	55.4	56.9	1.5
R11	58.7	59.9	1.2
R12	60.8	61.7	0.9
R13	62.3	63.7	1.4
R14	59.9	61.3	1.4
R15	59.4	60.7	1.3
R16	60.2	61.6	1.4
R17	60	61.2	1.2
R18	60.3	61.7	1.4
R19	59.2	60.5	1.3
R20	67	68.9	1.9
R21	57.7	58.7	1

Plaza A - Crossing A - 2035 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	53.3	54	0.7
R2	55.4	56.2	0.8
R3	61.4	61.9	0.5
R4	53.4	54.1	0.7
R5	49	50	1
R6	63.9	64.4	0.5
R7	49.4	50.1	0.7
R8	53.5	54.1	0.6
R9	56.2	56.7	0.5
R10	54.2	54.7	0.5
R11	59.9	60.4	0.5
R12	59.9	60.3	0.4
R13	54.7	55.2	0.5
R14	63	63.5	0.5
R15	62.1	62.6	0.5
R16	54.7	55.2	0.5
R17	55.5	55.9	0.4
R18	62.8	63.3	0.5
R19	60	60.6	0.6
R20	62.8	63.3	0.5
R21	62.2	62.7	0.5

Plaza A - Crossing A - 2025 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	58.3	58.7	0.4
R2	59.1	59.7	0.6
R3	59.2	59.8	0.6
R4	57.6	58.1	0.5
R5	54.3	54.8	0.5
R6	60.4	60.7	0.3
R7	54.5	54.8	0.3
R8	58.8	59.2	0.4
R9	60.9	61.4	0.5
R10	56.2	56.6	0.4
R11	59.3	59.7	0.4
R12	61.3	61.5	0.2
R13	63.1	63.5	0.4
R14	60.7	61.1	0.4
R15	60.1	60.5	0.4
R16	60.9	61.4	0.5
R17	60.6	61	0.4
R18	61	61.5	0.5
R19	59.9	60.4	0.5
R20	68	68.5	0.5
R21	58.3	58.6	0.3

Plaza A - Crossing A - 2025 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	53.1	53.7	0.6
R2	55.2	55.9	0.7
R3	61.1	61.7	0.6
R4	53.2	53.9	0.7
R5	48.8	49.7	0.9
R6	63.6	64.2	0.6
R7	49.2	49.8	0.6
R8	53.3	53.9	0.6
R9	56	56.5	0.5
R10	53.9	54.5	0.6
R11	59.8	60.2	0.4
R12	59.8	60.1	0.3
R13	54.5	54.9	0.4
R14	62.6	63.3	0.7
R15	62.1	62.3	0.2
R16	54.6	55	0.4
R17	55.4	55.7	0.3
R18	62.3	63	0.7
R19	60	60.3	0.3
R20	62.4	63.1	0.7
R21	62.2	62.4	0.2

Plaza A - Crossing A - 2015 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	58.1	58.5	0.4
R2	58.9	59.5	0.6
R3	59	59.5	0.5
R4	57.3	57.8	0.5
R5	53.9	54.5	0.6
R6	60	60.3	0.3
R7	54.1	54.4	0.3
R8	58.6	59	0.4
R9	60.6	61.1	0.5
R10	55.9	56.4	0.5
R11	59.1	59.5	0.4
R12	61.1	61.4	0.3
R13	62.8	63.3	0.5
R14	60.5	60.9	0.4
R15	59.9	60.3	0.4
R16	60.7	61.2	0.5
R17	60.5	60.8	0.3
R18	60.9	61.3	0.4
R19	59.7	60.2	0.5
R20	68	68.3	0.3
R21	58.1	58.4	0.3

Plaza A - Crossing A - 2015 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	52.9	53.5	0.6
R2	54.9	55.6	0.7
R3	60.8	61.4	0.6
R4	52.9	53.6	0.7
R5	48.6	49.4	0.8
R6	63.3	63.8	0.5
R7	49	49.6	0.6
R8	53.1	53.7	0.6
R9	55.8	56.3	0.5
R10	53.7	54.2	0.5
R11	59.5	60	0.5
R12	59.6	60	0.4
R13	54.3	54.7	0.4
R14	62.4	62.9	0.5
R15	61.8	62.3	0.5
R16	54.3	54.8	0.5
R17	55.1	55.5	0.4
R18	62.1	62.6	0.5
R19	59.7	60.2	0.5
R20	62.2	62.7	0.5
R21	61.9	62.4	0.5

Table D.2 CADNA_A Modelling Results for Plaza A to Crossing B

Plaza A - Crossing B - 2035 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	57.7	59.1	1.4
R2	58.2	60.4	2.2
R3	58.4	60.3	1.9
R4	56.8	58.6	1.8
R5	53.8	55.5	1.7
R6	60	61.1	1.1
R7	54.1	55.4	1.3
R8	58.2	59.6	1.4
R9	60.1	61.6	1.5
R10	55.4	57	1.6
R11	58.7	60	1.3
R12	60.8	61.7	0.9
R13	62.3	63.8	1.5
R14	59.9	61.4	1.5
R15	59.4	60.8	1.4
R16	60.2	61.6	1.4
R17	60	61.2	1.2
R18	60.3	61.7	1.4
R19	59.2	60.6	1.4
R20	67	68.8	1.8
R21	57.7	58.7	1

Plaza A - Crossing B - 2035 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	53.3	54.4	1.1
R2	55.4	56.9	1.5
R3	61.4	62	0.6
R4	53.4	54.5	1.1
R5	49	50.8	1.8
R6	63.9	64.4	0.5
R7	49.4	50.6	1.2
R8	53.5	54.4	0.9
R9	56.2	56.9	0.7
R10	54.2	54.8	0.6
R11	59.9	60.6	0.7
R12	59.9	60.5	0.6
R13	54.7	55.3	0.6
R14	63	63.3	0.3
R15	62.1	62.8	0.7
R16	54.7	55.3	0.6
R17	55.5	56	0.5
R18	62.8	63.1	0.3
R19	60	60.7	0.7
R20	62.8	63.2	0.4
R21	62.2	62.9	0.7

Plaza A - Crossing B - 2025 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	58.3	58.9	0.6
R2	59.1	60.1	1
R3	59.2	59.9	0.7
R4	57.6	58.3	0.7
R5	54.3	55.2	0.9
R6	60.4	60.7	0.3
R7	54.5	55.1	0.6
R8	58.8	59.4	0.6
R9	60.9	61.5	0.6
R10	56.2	56.7	0.5
R11	59.3	59.9	0.6
R12	61.3	61.7	0.4
R13	63.1	63.9	0.8
R14	60.7	61	0.3
R15	60.1	60.7	0.6
R16	60.9	61.6	0.7
R17	60.6	61.2	0.6
R18	61	61.3	0.3
R19	59.9	60.5	0.6
R20	68	67.7	-0.3
R21	58.3	58.7	0.4

Plaza A - Crossing B - 2025 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	53.1	54.1	1
R2	55.2	56.5	1.3
R3	61.1	61.7	0.6
R4	53.2	54.2	1
R5	48.8	50.4	1.6
R6	63.6	64.2	0.6
R7	49.2	50.3	1.1
R8	53.3	54.1	0.8
R9	56	56.6	0.6
R10	53.9	54.6	0.7
R11	59.8	60.3	0.5
R12	59.8	60.2	0.4
R13	54.5	55.1	0.6
R14	62.6	63.2	0.6
R15	62.1	62.5	0.4
R16	54.6	55.1	0.5
R17	55.4	55.8	0.4
R18	62.3	62.9	0.6
R19	60	60.4	0.4
R20	62.4	63	0.6
R21	62.2	62.5	0.3

Plaza A - Crossing B - 2015 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	58.1	58.7	0.6
R2	58.9	59.8	0.9
R3	59	59.7	0.7
R4	57.3	58	0.7
R5	53.9	54.8	0.9
R6	60	60.4	0.4
R7	54.1	54.7	0.6
R8	58.6	59.1	0.5
R9	60.6	61.2	0.6
R10	55.9	56.5	0.6
R11	59.1	59.6	0.5
R12	61.1	61.4	0.3
R13	62.8	63.3	0.5
R14	60.5	60.9	0.4
R15	59.9	60.3	0.4
R16	60.7	61.2	0.5
R17	60.5	60.8	0.3
R18	60.9	61.3	0.4
R19	59.7	60.2	0.5
R20	68	68.3	0.3
R21	58.1	58.4	0.3

Plaza A - Crossing B - 2015 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	52.9	53.8	0.9
R2	54.9	56.1	1.2
R3	60.8	61.5	0.7
R4	52.9	53.9	1
R5	48.6	50	1.4
R6	63.3	63.9	0.6
R7	49	50	1
R8	53.1	53.8	0.7
R9	55.8	56.3	0.5
R10	53.7	54.3	0.6
R11	59.5	60	0.5
R12	59.6	60	0.4
R13	54.3	54.8	0.5
R14	62.4	63	0.6
R15	61.8	62.2	0.4
R16	54.3	54.8	0.5
R17	55.1	55.5	0.4
R18	62.1	62.7	0.6
R19	59.7	60.1	0.4
R20	62.2	62.8	0.6
R21	61.9	62.2	0.3

Table D.3 CADNA_A Modelling Results for Plaza A to Crossing C Through Approach C1

Plaza A - Crossing C, Approach C1 - 2035 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	57.7	70.2	12.5	59.6	1.9
R2	58.2	70.1	11.9	60.5	2.3
R3	58.4	68.4	10	60.6	2.2
R4	56.8	64.8	8	59.3	2.5
R5	53.8	61.5	7.7	56.6	2.8
R6	60	64.2	4.2	61.5	1.5
R7	54.1	59.6	5.5	56.5	2.4
R8	58.2	64.2	6	60.8	2.6
R9	60.1	64.2	4.1	62.4	2.3
R10	55.4	60.2	4.8	58.1	2.7
R11	58.7	62.2	3.5	61	2.3
R12	60.8	62.9	2.1	62.4	1.6
R13	62.3	64.2	1.9	64	1.7
R14	59.9	62.2	2.3	61.8	1.9
R15	59.4	61.6	2.2	61.3	1.9
R16	60.2	62.2	2	62	1.8
R17	60	61.8	1.8	61.6	1.6
R18	60.3	62.2	1.9	62	1.7
R19	59.2	61.1	1.9	61	1.8
R20	67	69	2	69	2
R21	57.7	59.4	1.7	59.2	1.5

Plaza A - Crossing C, Approach C1 - 2035 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	53.3	67.8	14.5	55.8	2.5
R2	55.4	68.3	12.9	57.1	1.7
R3	61.4	68.7	7.3	62.1	0.7
R4	53.4	62.5	9.1	55.7	2.3
R5	49	59.1	10.1	52.7	3.7
R6	63.9	66.1	2.2	64.6	0.7
R7	49.4	57.3	7.9	52.8	3.4
R8	53.5	61.5	8	56.8	3.3
R9	56.2	61	4.8	58.3	2.1
R10	54.2	58.7	4.5	56.2	2
R11	59.9	61.8	1.9	61.1	1.2
R12	59.9	61.5	1.6	61	1.1
R13	54.7	57.5	2.8	56.7	2
R14	63	63.7	0.7	63.6	0.6
R15	62.1	63.1	1	63	0.9
R16	54.7	56.9	2.2	56.4	1.7
R17	55.5	57.2	1.7	56.9	1.4
R18	62.8	63.3	0.5	63.2	0.4
R19	60	61	1	60.9	0.9
R20	62.8	63.4	0.6	63.3	0.5
R21	62.2	63	0.8	63	0.8

Plaza A - Crossing C, Approach C1 - 2025 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	58.3	69.5	11.2	59.3	1
R2	59.1	69.5	10.4	60.2	1.1
R3	59.2	67.8	8.6	60.3	1.1
R4	57.6	64.2	6.6	58.9	1.3
R5	54.3	60.9	6.6	56.1	1.8
R6	60.4	63.7	3.3	61.2	0.8
R7	54.5	59	4.5	56.1	1.6
R8	58.8	63.7	4.9	60.4	1.6
R9	60.9	63.7	2.8	62	1.1
R10	56.2	59.7	3.5	57.7	1.5
R11	59.3	61.7	2.4	60.7	1.4
R12	61.3	62.6	1.3	62.1	0.8
R13	63.1	63.9	0.8	63.7	0.6
R14	60.7	61.9	1.2	61.6	0.9
R15	60.1	61.3	1.2	61	0.9
R16	60.9	61.9	1	61.7	0.8
R17	60.6	61.5	0.9	61.3	0.7
R18	61	62	1	61.8	0.8
R19	59.9	60.8	0.9	60.7	0.8
R20	68	69	1	69	1
R21	58.3	59.1	0.8	59	0.7

Plaza A - Crossing C, Approach C1 - 2025 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	53.1	67.1	14	55.4	2.3
R2	55.2	67.5	12.3	56.7	1.5
R3	61.1	68	6.9	61.8	0.7
R4	53.2	61.8	8.6	55.3	2.1
R5	48.8	58.4	9.6	52.2	3.4
R6	63.6	65.7	2.1	64.3	0.7
R7	49.2	56.7	7.5	52.3	3.1
R8	53.3	60.9	7.6	56.3	3
R9	56	60.5	4.5	57.9	1.9
R10	53.9	58.1	4.2	55.8	1.9
R11	59.8	61.4	1.6	60.8	1
R12	59.8	61.2	1.4	60.7	0.9
R13	54.5	57	2.5	56.3	1.8
R14	62.6	63.4	0.8	63.3	0.7
R15	62.1	62.9	0.8	62.7	0.6
R16	54.6	56.5	1.9	56.1	1.5
R17	55.4	56.9	1.5	56.6	1.2
R18	62.3	63	0.7	63	0.7
R19	60	60.8	0.8	60.7	0.7
R20	62.4	63.1	0.7	63	0.6
R21	62.2	62.7	0.5	62.7	0.5

Plaza A - Crossing C, Approach C1 - 2015 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	58.1	68.5	10.4	58.9	0.8
R2	58.9	68.5	9.6	59.9	1
R3	59	66.9	7.9	59.9	0.9
R4	57.3	63.3	6	58.5	1.2
R5	53.9	60	6.1	55.6	1.7
R6	60	63	3	60.8	0.8
R7	54.1	58.2	4.1	55.6	1.5
R8	58.6	63	4.4	60	1.4
R9	60.6	63.2	2.6	61.7	1.1
R10	55.9	59.1	3.2	57.3	1.4
R11	59.1	61.2	2.1	60.3	1.2
R12	61.1	62.3	1.2	61.9	0.8
R13	62.8	63.5	0.7	63.4	0.6
R14	60.5	61.6	1.1	61.3	0.8
R15	59.9	60.9	1	60.7	0.8
R16	60.7	61.5	0.8	61.4	0.7
R17	60.5	61.2	0.7	61.1	0.6
R18	60.9	61.7	0.8	61.6	0.7
R19	59.7	60.5	0.8	60.4	0.7
R20	68	68.8	0.8	68.8	0.8
R21	58.1	58.8	0.7	58.7	0.6

Plaza A - Crossing C, Approach C1 - 2015 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	52.9	66.1	13.2	54.9	2
R2	54.9	66.6	11.7	56.3	1.4
R3	60.8	67.2	6.4	61.5	0.7
R4	52.9	60.9	8	54.8	1.9
R5	48.6	57.5	8.9	51.6	3
R6	63.3	65.2	1.9	64	0.7
R7	49	55.8	6.8	51.7	2.7
R8	53.1	60	6.9	55.7	2.6
R9	55.8	59.8	4	57.5	1.7
R10	53.7	57.4	3.7	55.4	1.7
R11	59.5	61	1.5	60.5	1
R12	59.6	60.8	1.2	60.4	0.8
R13	54.3	56.5	2.2	55.9	1.6
R14	62.4	63.1	0.7	63	0.6
R15	61.8	62.6	0.8	62.5	0.7
R16	54.3	56.1	1.8	55.7	1.4
R17	55.1	56.5	1.4	56.2	1.1
R18	62.1	62.7	0.6	62.7	0.6
R19	59.7	60.5	0.8	60.4	0.7
R20	62.2	62.8	0.6	62.8	0.6
R21	61.9	62.5	0.6	62.5	0.6

Table D.4 CADNA_A Modelling Results for Plaza A to Crossing C Through Approach C2

Plaza A - Crossing C, Approach C2 - 2035 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	57.7	71.2	13.5	60	2.3
R2	58.2	71	12.8	61.3	3.1
R3	58.4	69.1	10.7	61	2.6
R4	56.8	65.4	8.6	59.6	2.8
R5	53.8	62.2	8.4	57.1	3.3
R6	60	64.6	4.6	61.8	1.8
R7	54.1	60.2	6.1	57	2.9
R8	58.2	64.9	6.7	61.1	2.9
R9	60.1	64.7	4.6	62.6	2.5
R10	55.4	60.7	5.3	58.4	3
R11	58.7	62.6	3.9	61.3	2.6
R12	60.8	63.2	2.4	62.5	1.7
R13	62.3	64.4	2.1	64.2	1.9
R14	59.9	62.3	2.4	61.9	2
R15	59.4	61.9	2.5	61.5	2.1
R16	60.2	62.4	2.2	62.1	1.9
R17	60	62	2	61.7	1.7
R18	60.3	62.2	1.9	62.1	1.8
R19	59.2	61.3	2.1	61.1	1.9
R20	67	68.8	1.8	68.8	1.8
R21	57.7	59.5	1.8	59.3	1.6

Plaza A - Crossing C, Approach C2 - 2035 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	53.3	69	15.7	56.6	3.3
R2	55.4	69.3	13.9	58.3	2.9
R3	61.4	69.6	8.2	62.4	1
R4	53.4	63.4	10	56.3	2.9
R5	49	60.1	11.1	53.7	4.7
R6	63.9	66.5	2.6	64.7	0.8
R7	49.4	58.3	8.9	53.6	4.2
R8	53.5	62.5	9	57.4	3.9
R9	56.2	61.8	5.6	58.7	2.5
R10	54.2	59.4	5.2	56.7	2.5
R11	59.9	62.1	2.2	61.2	1.3
R12	59.9	61.7	1.8	61.1	1.2
R13	54.7	58	3.3	57	2.3
R14	63	63.9	0.9	63.7	0.7
R15	62.1	63.2	1.1	63	0.9
R16	54.7	57.3	2.6	56.7	2
R17	55.5	57.5	2	57.1	1.6
R18	62.8	63.4	0.6	63.3	0.5
R19	60	61.1	1.1	61	1
R20	62.8	63.5	0.7	63.4	0.6
R21	62.2	63	0.8	62.9	0.7

Plaza A - Crossing C, Approach C2 - 2025 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	58.3	69.6	11.3	59.4	1.1
R2	59.1	69.4	10.3	60.7	1.6
R3	59.2	67.6	8.4	60.4	1.2
R4	57.6	64.1	6.5	59	1.4
R5	54.3	60.8	6.5	56.4	2.1
R6	60.4	63.6	3.2	61.3	0.9
R7	54.5	59	4.5	56.3	1.8
R8	58.8	63.7	4.9	60.5	1.7
R9	60.9	63.8	2.9	62.1	1.2
R10	56.2	59.7	3.5	57.8	1.6
R11	59.3	61.8	2.5	60.8	1.5
R12	61.3	62.7	1.4	62.2	0.9
R13	63.1	64.1	1	64	0.9
R14	60.7	61.8	1.1	61.4	0.7
R15	60.1	61.4	1.3	61.1	1
R16	60.9	62	1.1	61.8	0.9
R17	60.6	61.6	1	61.5	0.9
R18	61	61.8	0.8	61.7	0.7
R19	59.9	60.9	1	60.8	0.9
R20	68	68.2	0.2	68.2	0.2
R21	58.3	59.2	0.9	59	0.7

Plaza A - Crossing C, Approach C2 - 2025 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	53.1	67.1	14	55.6	2.5
R2	55.2	67.5	12.3	57.4	2.2
R3	61.1	68	6.9	62	0.9
R4	53.2	61.7	8.5	55.5	2.3
R5	48.8	58.4	9.6	52.6	3.8
R6	63.6	65.7	2.1	64.3	0.7
R7	49.2	56.7	7.5	52.6	3.4
R8	53.3	60.9	7.6	56.4	3.1
R9	56	60.5	4.5	57.9	1.9
R10	53.9	58.1	4.2	56	2.1
R11	59.8	61.4	1.6	60.8	1
R12	59.8	61.1	1.3	60.7	0.9
R13	54.5	57	2.5	56.3	1.8
R14	62.6	63.5	0.9	63.3	0.7
R15	62.1	62.8	0.7	62.7	0.6
R16	54.6	56.5	1.9	56.1	1.5
R17	55.4	56.9	1.5	56.6	1.2
R18	62.3	63.1	0.8	63	0.7
R19	60	60.7	0.7	60.7	0.7
R20	62.4	63.1	0.7	63.1	0.7
R21	62.2	62.7	0.5	62.7	0.5

Plaza A - Crossing C, Approach C2 - 2015 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	58.1	68.6	10.5	59.1	1
R2	58.9	68.5	9.6	60.3	1.4
R3	59	66.7	7.7	60.1	1.1
R4	57.3	63.2	5.9	58.7	1.4
R5	53.9	59.9	6	55.9	2
R6	60	62.9	2.9	60.8	0.8
R7	54.1	58.2	4.1	55.8	1.7
R8	58.6	63	4.4	60.1	1.5
R9	60.6	63.2	2.6	61.8	1.2
R10	55.9	59.1	3.2	57.4	1.5
R11	59.1	61.3	2.2	60.4	1.3
R12	61.1	62.3	1.2	61.9	0.8
R13	62.8	63.7	0.9	63.5	0.7
R14	60.5	61.5	1	61.2	0.7
R15	59.9	61	1.1	60.8	0.9
R16	60.7	61.6	0.9	61.5	0.8
R17	60.5	61.3	0.8	61.2	0.7
R18	60.9	61.6	0.7	61.5	0.6
R19	59.7	60.6	0.9	60.5	0.8
R20	68	68.4	0.4	68.3	0.3
R21	58.1	58.9	0.8	58.8	0.7

Plaza A - Crossing C, Approach C2 - 2015 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	52.9	66.1	13.2	55.2	2.3
R2	54.9	66.6	11.7	57	2.1
R3	60.8	67.2	6.4	61.6	0.8
R4	52.9	60.8	7.9	55.1	2.2
R5	48.6	57.4	8.8	52.1	3.5
R6	63.3	65.2	1.9	64	0.7
R7	49	55.8	6.8	52.1	3.1
R8	53.1	60	6.9	55.8	2.7
R9	55.8	59.8	4	57.5	1.7
R10	53.7	57.4	3.7	55.6	1.9
R11	59.5	61.1	1.6	60.5	1
R12	59.6	60.8	1.2	60.5	0.9
R13	54.3	56.6	2.3	55.9	1.6
R14	62.4	63.1	0.7	63	0.6
R15	61.8	62.6	0.8	62.5	0.7
R16	54.3	56.1	1.8	55.7	1.4
R17	55.1	56.5	1.4	56.3	1.2
R18	62.1	62.7	0.6	62.6	0.5
R19	59.7	60.5	0.8	60.5	0.8
R20	62.2	62.8	0.6	62.7	0.5
R21	61.9	62.6	0.7	62.6	0.7

Table D.5 CADNA_A Modelling Results for Plaza B to Crossing C

Plaza B - Crossing C - 2035 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	57.7	61.9	4.2	59.7	2
R2	58.2	63.3	5.1	61.2	3
R3	58.4	62.9	4.5	61.1	2.7
R4	56.8	61.4	4.6	59.4	2.6
R5	53.8	59.2	5.4	56.6	2.8
R6	60	62.5	2.5	61.5	1.5
R7	54.1	58.3	4.2	56.4	2.3
R8	58.2	61.7	3.5	60.5	2.3
R9	60.1	62.9	2.8	62.2	2.1
R10	55.4	59.1	3.7	57.9	2.5
R11	58.7	61.3	2.6	60.7	2
R12	60.8	62.5	1.7	62.2	1.4
R13	62.3	64.2	1.9	64.1	1.8
R14	59.9	61.9	2	61.6	1.7
R15	59.4	61.5	2.1	61.3	1.9
R16	60.2	62.1	1.9	62	1.8
R17	60	61.7	1.7	61.6	1.6
R18	60.3	62	1.7	61.9	1.6
R19	59.2	61.1	1.9	61	1.8
R20	67	68.6	1.6	68.6	1.6
R21	57.7	59.3	1.6	59.2	1.5

Plaza B - Crossing C - 2035 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	53.3	59.2	5.9	56.2	2.9
R2	55.4	61.1	5.7	58.5	3.1
R3	61.4	63.6	2.2	62.5	1.1
R4	53.4	58.7	5.3	56.1	2.7
R5	49	56.5	7.5	53	4
R6	63.9	65.1	1.2	64.6	0.7
R7	49.4	55.5	6.1	52.8	3.4
R8	53.5	58.2	4.7	56.3	2.8
R9	56.2	59.1	2.9	58	1.8
R10	54.2	57.4	3.2	56.1	1.9
R11	59.9	61.3	1.4	60.9	1
R12	59.9	61.1	1.2	60.8	0.9
R13	54.7	56.9	2.2	56.4	1.7
R14	63	63.7	0.7	63.6	0.6
R15	62.1	63	0.9	62.9	0.8
R16	54.7	56.6	1.9	56.2	1.5
R17	55.5	57	1.5	56.7	1.2
R18	62.8	63.3	0.5	63.3	0.5
R19	60	61	1	60.9	0.9
R20	62.8	63.4	0.6	63.4	0.6
R21	62.2	62.9	0.7	62.9	0.7

Plaza B - Crossing C - 2025 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	58.3	61.4	3.1	59.4	1.1
R2	59.1	62.8	3.7	60.9	1.8
R3	59.2	62.4	3.2	60.7	1.5
R4	57.6	60.9	3.3	59.1	1.5
R5	54.3	58.7	4.4	56.2	1.9
R6	60.4	62.2	1.8	61.2	0.8
R7	54.5	57.8	3.3	56.1	1.6
R8	58.8	61.2	2.4	60.1	1.3
R9	60.9	62.5	1.6	61.9	1
R10	56.2	58.7	2.5	57.6	1.4
R11	59.3	60.9	1.6	60.4	1.1
R12	61.3	62.2	0.9	62	0.7
R13	63.1	63.8	0.7	63.6	0.5
R14	60.7	61.7	1	61.5	0.8
R15	60.1	61.1	1	60.9	0.8
R16	60.9	61.7	0.8	61.6	0.7
R17	60.6	61.4	0.8	61.3	0.7
R18	61	61.9	0.9	61.8	0.8
R19	59.9	60.7	0.8	60.6	0.7
R20	68	69	1	68.9	0.9
R21	58.3	59.1	0.8	59	0.7

Plaza B - Crossing C - 2025 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	53.1	58.5	5.4	55.7	2.6
R2	55.2	60.4	5.2	58	2.8
R3	61.1	63.1	2	62.1	1
R4	53.2	58.1	4.9	55.6	2.4
R5	48.8	55.8	7	52.4	3.6
R6	63.6	64.7	1.1	64.3	0.7
R7	49.2	54.8	5.6	52.3	3.1
R8	53.3	57.6	4.3	55.8	2.5
R9	56	58.6	2.6	57.6	1.6
R10	53.9	56.9	3	55.6	1.7
R11	59.8	61	1.2	60.7	0.9
R12	59.8	60.8	1	60.6	0.8
R13	54.5	56.5	2	56	1.5
R14	62.6	63.3	0.7	63.2	0.6
R15	62.1	62.8	0.7	62.7	0.6
R16	54.6	56.2	1.6	55.9	1.3
R17	55.4	56.7	1.3	56.4	1
R18	62.3	63	0.7	62.9	0.6
R19	60	60.7	0.7	60.7	0.7
R20	62.4	63.1	0.7	63	0.6
R21	62.2	62.8	0.6	62.7	0.5

Plaza B - Crossing C - 2015 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	58.1	60.9	2.8	59	0.9
R2	58.9	62.2	3.3	60.4	1.5
R3	59	61.8	2.8	60.3	1.3
R4	57.3	60.3	3	58.6	1.3
R5	53.9	57.9	4	55.6	1.7
R6	60	61.6	1.6	60.7	0.7
R7	54.1	57.1	3	55.5	1.4
R8	58.6	60.7	2.1	59.8	1.2
R9	60.6	62.1	1.5	61.6	1
R10	55.9	58.2	2.3	57.2	1.3
R11	59.1	60.6	1.5	60.1	1
R12	61.1	62	0.9	61.8	0.7
R13	62.8	63.6	0.8	63.5	0.7
R14	60.5	61.3	0.8	61.1	0.6
R15	59.9	60.9	1	60.7	0.8
R16	60.7	61.6	0.9	61.4	0.7
R17	60.5	61.2	0.7	61.1	0.6
R18	60.9	61.5	0.6	61.4	0.5
R19	59.7	60.5	0.8	60.4	0.7
R20	68	68.2	0.2	68.2	0.2
R21	58.1	58.8	0.7	58.8	0.7

Plaza B - Crossing C - 2015 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	52.9	57.8	4.9	55.1	2.2
R2	54.9	59.7	4.8	57.5	2.6
R3	60.8	62.6	1.8	61.8	1
R4	52.9	57.3	4.4	55.1	2.2
R5	48.6	54.9	6.3	51.8	3.2
R6	63.3	64.4	1.1	64	0.7
R7	49	54.1	5.1	51.7	2.7
R8	53.1	56.9	3.8	55.3	2.2
R9	55.8	58.1	2.3	57.2	1.4
R10	53.7	56.3	2.6	55.2	1.5
R11	59.5	60.6	1.1	60.3	0.8
R12	59.6	60.5	0.9	60.3	0.7
R13	54.3	56	1.7	55.6	1.3
R14	62.4	63.1	0.7	63	0.6
R15	61.8	62.5	0.7	62.4	0.6
R16	54.3	55.8	1.5	55.5	1.2
R17	55.1	56.3	1.2	56.1	1
R18	62.1	62.8	0.7	62.7	0.6
R19	59.7	60.4	0.7	60.4	0.7
R20	62.2	62.8	0.6	62.8	0.6
R21	61.9	62.4	0.5	62.4	0.5

Table D.6 CADNA_A Modelling Results for Plaza B1 to Crossing B

Plaza B1 - Crossing B - 2035 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	57.7	59.1	1.4
R2	58.2	60.3	2.1
R3	58.4	60.2	1.8
R4	56.8	58.5	1.7
R5	53.8	55.4	1.6
R6	60	61	1
R7	54.1	55.3	1.2
R8	58.2	59.6	1.4
R9	60.1	61.7	1.6
R10	55.4	57	1.6
R11	58.7	60	1.3
R12	60.8	61.7	0.9
R13	62.3	63.8	1.5
R14	59.9	61.3	1.4
R15	59.4	60.8	1.4
R16	60.2	61.6	1.4
R17	60	61.2	1.2
R18	60.3	61.7	1.4
R19	59.2	60.6	1.4
R20	67	68.7	1.7
R21	57.7	58.7	1

Plaza B1 - Crossing B - 2035 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	53.3	54.4	1.1
R2	55.4	56.7	1.3
R3	61.4	61.9	0.5
R4	53.4	54.4	1
R5	49	50.6	1.6
R6	63.9	64.4	0.5
R7	49.4	50.6	1.2
R8	53.5	54.4	0.9
R9	56.2	56.9	0.7
R10	54.2	54.8	0.6
R11	59.9	60.6	0.7
R12	59.9	60.5	0.6
R13	54.7	55.3	0.6
R14	63	63.4	0.4
R15	62.1	62.8	0.7
R16	54.7	55.3	0.6
R17	55.5	56	0.5
R18	62.8	63.1	0.3
R19	60	60.7	0.7
R20	62.8	63.2	0.4
R21	62.2	62.9	0.7

Plaza B1 - Crossing B - 2025 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	58.3	59	0.7
R2	59.1	60.3	1.2
R3	59.2	60.1	0.9
R4	57.6	58.4	0.8
R5	54.3	55.4	1.1
R6	60.4	60.8	0.4
R7	54.5	55.2	0.7
R8	58.8	59.4	0.6
R9	60.9	61.5	0.6
R10	56.2	56.8	0.6
R11	59.3	59.8	0.5
R12	61.3	61.6	0.3
R13	63.1	63.6	0.5
R14	60.7	61.1	0.4
R15	60.1	60.6	0.5
R16	60.9	61.4	0.5
R17	60.6	61.1	0.5
R18	61	61.5	0.5
R19	59.9	60.4	0.5
R20	68	68.4	0.4
R21	58.3	58.6	0.3

Plaza B1 - Crossing B - 2025 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	53.1	54.3	1.2
R2	55.2	56.8	1.6
R3	61.1	61.8	0.7
R4	53.2	54.4	1.2
R5	48.8	50.7	1.9
R6	63.6	64.2	0.6
R7	49.2	50.6	1.4
R8	53.3	54.2	0.9
R9	56	56.7	0.7
R10	53.9	54.7	0.8
R11	59.8	60.2	0.4
R12	59.8	60.2	0.4
R13	54.5	55.1	0.6
R14	62.6	63.3	0.7
R15	62.1	62.4	0.3
R16	54.6	55.1	0.5
R17	55.4	55.8	0.4
R18	62.3	63	0.7
R19	60	60.3	0.3
R20	62.4	63.1	0.7
R21	62.2	62.4	0.2

Plaza B1 - Crossing B - 2015 Daytime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	58.1	58.6	0.5
R2	58.9	59.7	0.8
R3	59	59.7	0.7
R4	57.3	58	0.7
R5	53.9	54.7	0.8
R6	60	60.4	0.4
R7	54.1	54.7	0.6
R8	58.6	59.1	0.5
R9	60.6	61.1	0.5
R10	55.9	56.5	0.6
R11	59.1	59.5	0.4
R12	61.1	61.4	0.3
R13	62.8	63.2	0.4
R14	60.5	61	0.5
R15	59.9	60.3	0.4
R16	60.7	61.1	0.4
R17	60.5	60.8	0.3
R18	60.9	61.4	0.5
R19	59.7	60.1	0.4
R20	68	68.7	0.7
R21	58.1	58.4	0.3

Plaza B1 - Crossing B - 2015 Nighttime

North Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)
R1	52.9	53.8	0.9
R2	54.9	56	1.1
R3	60.8	61.4	0.6
R4	52.9	53.8	0.9
R5	48.6	49.9	1.3
R6	63.3	63.8	0.5
R7	49	50	1
R8	53.1	53.8	0.7
R9	55.8	56.4	0.6
R10	53.7	54.3	0.6
R11	59.5	60.1	0.6
R12	59.6	60.1	0.5
R13	54.3	54.8	0.5
R14	62.4	62.8	0.4
R15	61.8	62.3	0.5
R16	54.3	54.9	0.6
R17	55.1	55.6	0.5
R18	62.1	62.5	0.4
R19	59.7	60.2	0.5
R20	62.2	62.7	0.5
R21	61.9	62.4	0.5

Table D.7 CADNA_A CADNA_A Modelling Results for Plaza B1 to Crossing C

Plaza B1 - Crossing C - 2035 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	57.7	70.2	12.5	59.8	2.1
R2	58.2	69.8	11.6	61.7	3.5
R3	58.4	67.9	9.5	60.8	2.4
R4	56.8	64.4	7.6	59.4	2.6
R5	53.8	61.2	7.4	56.7	2.9
R6	60	64	4	61.6	1.6
R7	54.1	59.4	5.3	56.6	2.5
R8	58.2	64.1	5.9	60.8	2.6
R9	60.1	64.1	4	62.4	2.3
R10	55.4	60.1	4.7	58.1	2.7
R11	58.7	62.1	3.4	61	2.3
R12	60.8	62.9	2.1	62.4	1.6
R13	62.3	64.2	1.9	64	1.7
R14	59.9	62.2	2.3	61.8	1.9
R15	59.4	61.6	2.2	61.3	1.9
R16	60.2	62.2	2	62	1.8
R17	60	61.8	1.8	61.6	1.6
R18	60.3	62.2	1.9	62	1.7
R19	59.2	61.1	1.9	60.9	1.7
R20	67	69.1	2.1	69.1	2.1
R21	57.7	59.4	1.7	59.2	1.5

Plaza B1 - Crossing C - 2035 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	53.3	67.8	14.5	56.2	2.9
R2	55.4	68	12.6	59	3.6
R3	61.4	68.6	7.2	62.6	1.2
R4	53.4	62.1	8.7	55.9	2.5
R5	49	58.8	9.8	52.9	3.9
R6	63.9	66	2.1	64.6	0.7
R7	49.4	57.1	7.7	52.9	3.5
R8	53.5	61.3	7.8	56.8	3.3
R9	56.2	60.9	4.7	58.3	2.1
R10	54.2	58.6	4.4	56.3	2.1
R11	59.9	61.8	1.9	61.1	1.2
R12	59.9	61.4	1.5	61	1.1
R13	54.7	57.5	2.8	56.7	2
R14	63	63.7	0.7	63.6	0.6
R15	62.1	63.1	1	63	0.9
R16	54.7	56.9	2.2	56.4	1.7
R17	55.5	57.2	1.7	56.9	1.4
R18	62.8	63.3	0.5	63.2	0.4
R19	60	61.1	1.1	61	1
R20	62.8	63.4	0.6	63.3	0.5
R21	62.2	63	0.8	63	0.8

Plaza B1 - Crossing C - 2025 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	58.3	69.5	11.2	59.5	1.2
R2	59.1	69.1	10	61.3	2.2
R3	59.2	67.2	8	60.5	1.3
R4	57.6	63.8	6.2	59	1.4
R5	54.3	60.6	6.3	56.3	2
R6	60.4	63.5	3.1	61.3	0.9
R7	54.5	58.9	4.4	56.2	1.7
R8	58.8	63.5	4.7	60.5	1.7
R9	60.9	63.7	2.8	62.1	1.2
R10	56.2	59.6	3.4	57.8	1.6
R11	59.3	61.7	2.4	60.7	1.4
R12	61.3	62.6	1.3	62.1	0.8
R13	63.1	64	0.9	63.8	0.7
R14	60.7	61.8	1.1	61.5	0.8
R15	60.1	61.3	1.2	61	0.9
R16	60.9	61.9	1	61.7	0.8
R17	60.6	61.6	1	61.4	0.8
R18	61	61.9	0.9	61.8	0.8
R19	59.9	60.8	0.9	60.7	0.8
R20	68	68.7	0.7	68.7	0.7
R21	58.3	59.1	0.8	59	0.7

Plaza B1 - Crossing C - 2025 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	53.1	67.1	14	55.8	2.7
R2	55.2	67.3	12.1	58.5	3.3
R3	61.1	67.9	6.8	62.3	1.2
R4	53.2	61.4	8.2	55.5	2.3
R5	48.8	58.1	9.3	52.4	3.6
R6	63.6	65.6	2	64.3	0.7
R7	49.2	56.5	7.3	52.4	3.2
R8	53.3	60.6	7.3	56.3	3
R9	56	60.3	4.3	57.9	1.9
R10	53.9	58	4.1	55.9	2
R11	59.8	61.4	1.6	60.8	1
R12	59.8	61.1	1.3	60.7	0.9
R13	54.5	57	2.5	56.3	1.8
R14	62.6	63.5	0.9	63.3	0.7
R15	62.1	62.8	0.7	62.7	0.6
R16	54.6	56.5	1.9	56.1	1.5
R17	55.4	56.9	1.5	56.6	1.2
R18	62.3	63.1	0.8	63	0.7
R19	60	60.7	0.7	60.7	0.7
R20	62.4	63.1	0.7	63.1	0.7
R21	62.2	62.7	0.5	62.7	0.5

Plaza B1 - Crossing C - 2015 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	58.1	68.5	10.4	59.1	1
R2	58.9	68.1	9.2	60.8	1.9
R3	59	66.3	7.3	60.1	1.1
R4	57.3	63	5.7	58.6	1.3
R5	53.9	59.7	5.8	55.7	1.8
R6	60	62.8	2.8	60.8	0.8
R7	54.1	58.1	4	55.6	1.5
R8	58.6	62.8	4.2	60	1.4
R9	60.6	63.1	2.5	61.7	1.1
R10	55.9	59	3.1	57.4	1.5
R11	59.1	61.2	2.1	60.3	1.2
R12	61.1	62.3	1.2	61.9	0.8
R13	62.8	63.6	0.8	63.5	0.7
R14	60.5	61.5	1	61.2	0.7
R15	59.9	61	1.1	60.7	0.8
R16	60.7	61.6	0.9	61.4	0.7
R17	60.5	61.3	0.8	61.1	0.6
R18	60.9	61.6	0.7	61.5	0.6
R19	59.7	60.5	0.8	60.4	0.7
R20	68	68.5	0.5	68.5	0.5
R21	58.1	58.9	0.8	58.8	0.7

Plaza B1 - Crossing C - 2015 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	52.9	66.1	13.2	55.2	2.3
R2	54.9	66.4	11.5	57.9	3
R3	60.8	67.1	6.3	62	1.2
R4	52.9	60.5	7.6	55	2.1
R5	48.6	57.2	8.6	51.8	3.2
R6	63.3	65.1	1.8	64	0.7
R7	49	55.6	6.6	51.8	2.8
R8	53.1	59.8	6.7	55.8	2.7
R9	55.8	59.6	3.8	57.4	1.6
R10	53.7	57.3	3.6	55.4	1.7
R11	59.5	61	1.5	60.5	1
R12	59.6	60.7	1.1	60.4	0.8
R13	54.3	56.5	2.2	55.9	1.6
R14	62.4	63.1	0.7	63	0.6
R15	61.8	62.5	0.7	62.4	0.6
R16	54.3	56.1	1.8	55.7	1.4
R17	55.1	56.5	1.4	56.2	1.1
R18	62.1	62.8	0.7	62.7	0.6
R19	59.7	60.5	0.8	60.4	0.7
R20	62.2	62.8	0.6	62.8	0.6
R21	61.9	62.5	0.6	62.5	0.6

Table D.8 CADNA_A CADNA_A Modelling Results for Plaza C to Crossing C

Plaza C - Crossing C - 2035 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	57.7	67.5	9.8	60.4	2.7
R2	58.2	63.5	5.3	61.1	2.9
R3	58.4	64.6	6.2	61	2.6
R4	56.8	62.7	5.9	59.3	2.5
R5	53.8	59.6	5.8	56.4	2.6
R6	60	63.2	3.2	61.5	1.5
R7	54.1	58.5	4.4	56.3	2.2
R8	58.2	63.3	5.1	60.7	2.5
R9	60.1	63.7	3.6	62.3	2.2
R10	55.4	59.5	4.1	57.9	2.5
R11	58.7	61.8	3.1	60.9	2.2
R12	60.8	62.8	2	62.3	1.5
R13	62.3	64.3	2	64.2	1.9
R14	59.9	62	2.1	61.6	1.7
R15	59.4	61.6	2.2	61.3	1.9
R16	60.2	62.2	2	62.1	1.9
R17	60	61.8	1.8	61.7	1.7
R18	60.3	62	1.7	61.9	1.6
R19	59.2	61.2	2	61	1.8
R20	67	68.5	1.5	68.5	1.5
R21	57.7	59.3	1.6	59.2	1.5

Plaza C - Crossing C - 2035 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	53.3	65.1	11.8	56.9	3.6
R2	55.4	61	5.6	58	2.6
R3	61.4	65.3	3.9	62.4	1
R4	53.4	60.2	6.8	55.7	2.3
R5	49	57	8	52.5	3.5
R6	63.9	65.5	1.6	64.5	0.6
R7	49.4	56	6.6	52.5	3.1
R8	53.5	60.3	6.8	56.6	3.1
R9	56.2	60.3	4.1	58.1	1.9
R10	54.2	57.9	3.7	56.1	1.9
R11	59.9	61.6	1.7	61.1	1.2
R12	59.9	61.4	1.5	61	1.1
R13	54.7	57.2	2.5	56.6	1.9
R14	63	63.6	0.6	63.5	0.5
R15	62.1	63.2	1.1	63	0.9
R16	54.7	56.8	2.1	56.4	1.7
R17	55.5	57.1	1.6	56.8	1.3
R18	62.8	63.2	0.4	63.1	0.3
R19	60	61.1	1.1	61	1
R20	62.8	63.3	0.5	63.2	0.4
R21	62.2	63.1	0.9	63	0.8

Plaza C - Crossing C - 2025 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	58.3	66.8	8.5	60.4	2.1
R2	59.1	63	3.9	61.1	2
R3	59.2	64.1	4.9	61	1.8
R4	57.6	62.1	4.5	59.3	1.7
R5	54.3	59.1	4.8	56.4	2.1
R6	60.4	62.8	2.4	61.5	1.1
R7	54.5	58	3.5	56.3	1.8
R8	58.8	62.7	3.9	60.7	1.9
R9	60.9	63.2	2.3	62.3	1.4
R10	56.2	59.1	2.9	57.9	1.7
R11	59.3	61.4	2.1	60.9	1.6
R12	61.3	62.5	1.2	62.3	1
R13	63.1	63.9	0.8	64.2	1.1
R14	60.7	61.8	1.1	61.6	0.9
R15	60.1	61.2	1.1	61.3	1.2
R16	60.9	61.8	0.9	62.1	1.2
R17	60.6	61.5	0.9	61.7	1.1
R18	61	61.9	0.9	61.9	0.9
R19	59.9	60.8	0.9	61	1.1
R20	68	68.8	0.8	68.5	0.5
R21	58.3	59.1	0.8	59.2	0.9

Plaza C - Crossing C - 2025 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	53.1	64.2	11.1	56.3	3.2
R2	55.2	60.3	5.1	57.5	2.3
R3	61.1	64.7	3.6	62.1	1
R4	53.2	59.4	6.2	55.3	2.1
R5	48.8	56.2	7.4	51.9	3.1
R6	63.6	65.1	1.5	64.3	0.7
R7	49.2	55.2	6	51.9	2.7
R8	53.3	59.5	6.2	56	2.7
R9	56	59.6	3.6	57.7	1.7
R10	53.9	57.3	3.4	55.6	1.7
R11	59.8	61.1	1.3	60.6	0.8
R12	59.8	60.9	1.1	60.5	0.7
R13	54.5	56.7	2.2	56.1	1.6
R14	62.6	63.5	0.9	63.4	0.8
R15	62.1	62.7	0.6	62.6	0.5
R16	54.6	56.3	1.7	55.9	1.3
R17	55.4	56.7	1.3	56.4	1
R18	62.3	63.1	0.8	63.1	0.8
R19	60	60.6	0.6	60.5	0.5
R20	62.4	63.2	0.8	63.1	0.7
R21	62.2	62.6	0.4	62.5	0.3

Plaza C - Crossing C - 2015 Daytime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	58.1	65.9	7.8	59.6	1.5
R2	58.9	62.3	3.4	60.4	1.5
R3	59	63.4	4.4	60.3	1.3
R4	57.3	61.4	4.1	58.6	1.3
R5	53.9	58.3	4.4	55.5	1.6
R6	60	62.2	2.2	60.7	0.7
R7	54.1	57.3	3.2	55.4	1.3
R8	58.6	62.1	3.5	59.9	1.3
R9	60.6	62.7	2.1	61.6	1
R10	55.9	58.5	2.6	57.2	1.3
R11	59.1	60.9	1.8	60.2	1.1
R12	61.1	62.1	1	61.8	0.7
R13	62.8	63.5	0.7	63.4	0.6
R14	60.5	61.5	1	61.3	0.8
R15	59.9	60.8	0.9	60.6	0.7
R16	60.7	61.5	0.8	61.3	0.6
R17	60.5	61.2	0.7	61.1	0.6
R18	60.9	61.7	0.8	61.6	0.7
R19	59.7	60.5	0.8	60.3	0.6
R20	68	68.8	0.8	68.8	0.8
R21	58.1	58.8	0.7	58.7	0.6

Plaza C - Crossing C - 2015 Nighttime

North Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R1	52.9	63.4	10.5	55.8	2.9
R2	54.9	59.7	4.8	57.1	2.2
R3	60.8	64.2	3.4	61.9	1.1
R4	52.9	58.7	5.8	54.9	2
R5	48.6	55.5	6.9	51.4	2.8
R6	63.3	64.8	1.5	64.1	0.8
R7	49	54.6	5.6	51.5	2.5
R8	53.1	58.9	5.8	55.5	2.4
R9	55.8	59	3.2	57.2	1.4
R10	53.7	56.8	3.1	55.3	1.6
R11	59.5	60.7	1.2	60.3	0.8
R12	59.6	60.5	0.9	60.2	0.6
R13	54.3	56.3	2	55.7	1.4
R14	62.4	63.3	0.9	63.2	0.8
R15	61.8	62.3	0.5	62.2	0.4
R16	54.3	55.9	1.6	55.5	1.2
R17	55.1	56.3	1.2	56.1	1
R18	62.1	63	0.9	63	0.9
R19	59.7	60.2	0.5	60.2	0.5
R20	62.2	63	0.8	63	0.8
R21	61.9	62.2	0.3	62.1	0.2

Plaza A - Crossing A - 2035 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	56.3	62.5	6.2	58	1.7
R23	59.9	58.8	-1.1	58.3	-1.6
R24	57.5	58.8	1.3	57.6	0.1
R25	46.2	65	18.8	52.3	6.1
R26	60.8	67.9	7.1	65.2	4.4
R27	55.4	61.4	6.0	57	1.6
R28	59.8	58.1	-1.7	57.4	-2.4
R29	60.2	57.9	-2.3	57.3	-2.9
R30	63.3	67.3	4	63.1	-0.2

Plaza A - Crossing A - 2025 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	56	62	6	57.9	1.9
R23	59.6	59	-0.6	58.6	-1
R24	57.1	58.8	1.7	57.9	0.8
R25	45.9	64.2	18.3	51.6	5.7
R26	60.5	67.9	7.4	65.8	5.3
R27	55.1	60.8	5.7	56.6	1.5
R28	59.3	57.7	-1.6	57	-2.3
R29	60	57.5	-2.5	57	-3
R30	61.8	66.6	4.8	62.6	0.8

Plaza A - Crossing A - 2015 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	55.6	61.2	5.6	57.4	1.8
R23	59.1	58.4	-0.7	58.1	-1
R24	56.7	58.1	1.4	57.3	0.6
R25	45.6	63.2	17.6	50.7	5.1
R26	60	67.4	7.4	65.5	5.5
R27	54.7	59.9	5.2	55.8	1.1
R28	59	57	-2	56.3	-2.7
R29	59.5	56.8	-2.7	56.3	-3.2
R30	61.3	65.7	4.4	62	0.7

Plaza A - Crossing A - 2035 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	50.1	60	9.9	53.4	3.3
R23	53.7	54.7	1	53.8	0.1
R24	51.6	54.8	3.2	52.7	1.1
R25	40.7	63.4	22.7	50	9.3
R26	54.9	64.1	9.2	58.5	3.6
R27	49.2	57.8	8.6	53.8	4.6
R28	53.6	55.9	2.3	55.2	1.6
R29	54.5	55.8	1.3	55.2	0.7
R30	59.5	64.8	5.3	58.6	-0.9

Plaza A - Crossing A - 2025 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	49.5	59.2	9.7	53.1	3.6
R23	53.4	54.6	1.2	53.9	0.5
R24	51.1	54.4	3.3	52.7	1.6
R25	40.3	62.5	22.2	49.1	8.8
R26	54.2	63.6	9.4	58.8	4.6
R27	48.6	57.4	8.8	54	5.4
R28	53.1	55.5	2.4	54.8	1.7
R29	54.3	55.4	1.1	54.9	0.6
R30	58.3	63.8	5.5	57.8	-0.5

Plaza A - Crossing A - 2015 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	49	58.3	9.3	52.3	3.3
R23	52.8	53.9	1.1	53.3	0.5
R24	50.6	53.4	2.8	51.9	1.3
R25	39.9	61.5	21.6	48.1	8.2
R26	53.7	62.8	9.1	58.3	4.6
R27	48.1	56.6	8.5	53.4	5.3
R28	52.7	54.9	2.2	54.3	1.6
R29	53.7	54.9	1.2	54.4	0.7
R30	57.6	62.3	4.7	56.9	-0.7

Plaza A - Crossing B - 2035 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	56.3	62.7	6.4	58.6	2.3
R23	59.9	59.5	-0.4	59	-0.9
R24	57.5	59.3	1.8	58.3	0.8
R26	60.8	68.4	7.6	66.2	5.4
R27	55.4	61.6	6.2	57.5	2.1
R28	59.8	58.3	-1.5	57.6	-2.2
R29	60.2	58	-2.2	57.5	-2.7
R30	63.3	67.3	4	63.1	-0.2

Plaza A - Crossing B - 2025 Daytime

Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	56	62	6	58.1	2.1
R23	59.6	59	-0.6	58.6	-1
R24	57.1	58.8	1.7	57.9	0.8
R26	60.5	67.9	7.4	65.8	5.3
R27	55.1	60.9	5.8	57	1.9
R28	59.3	57.8	-1.5	57.2	-2.1
R29	60	57.6	-2.4	57.1	-2.9
R30	61.8	66.6	4.8	62.6	0.8

Plaza A - Crossing B - 2015 Daytime

Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	55.6	61.2	5.6	57.5	1.9
R23	59.1	58.5	-0.6	58.1	-1
R24	56.7	58.1	1.4	57.3	0.6
R26	60	67.3	7.3	65.5	5.5
R27	54.7	60	5.3	56.2	1.5
R28	59	57	-2	56.5	-2.5
R29	59.5	56.8	-2.7	56.4	-3.1
R30	61.3	65.7	4.4	62	0.7

Plaza A - Crossing B - 2035 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	50.1	60	9.9	54	3.9
R23	53.7	55.1	1.4	54.4	0.7
R24	51.6	55.1	3.5	53.2	1.6
R26	54.9	64.2	9.3	59.4	4.5
R27	49.2	58.1	8.9	54.6	5.4
R28	53.6	56	2.4	55.4	1.8
R29	54.5	55.8	1.3	55.3	0.8
R30	59.5	64.8	5.3	58.6	-0.9

Plaza A - Crossing B - 2025 Night-time

Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	49.5	59.3	9.8	53.4	3.9
R23	53.4	54.6	1.2	54	0.6
R24	51.1	54.4	3.3	52.7	1.6
R26	54.2	63.6	9.4	58.9	4.7
R27	48.6	57.4	8.8	54.2	5.6
R28	53.1	55.6	2.5	55	1.9
R29	54.3	55.4	1.1	55	0.7
R30	58.3	63.8	5.5	57.8	-0.5

Plaza A - Crossing B - 2015 Night-time

Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	49	58.3	9.3	52.7	3.7
R23	52.8	54	1.2	53.4	0.6
R24	50.6	53.4	2.8	51.9	1.3
R26	53.7	62.8	9.1	58.4	4.7
R27	48.1	56.7	8.6	53.6	5.5
R28	52.7	55	2.3	54.5	1.8
R29	53.7	54.9	1.2	54.5	0.8
R30	57.6	62.3	4.7	56.9	-0.7

Plaza A - Crossing C (via Brighton Beach) - 2035 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	56.3	62.7	6.4	58.8	2.5
R23	59.9	59.5	-0.4	59.1	-0.8
R24	57.5	59.3	1.8	58.3	0.8
R25	46.2	73.3	27.1	53.9	7.7
R26	60.8	68.4	7.6	66.3	5.5
R27	55.4	61.6	6.2	57.6	2.2
R28	59.8	58.3	-1.5	57.6	-2.2
R29	60.2	58.1	-2.1	57.5	-2.7
R30	63.3	67.3	4	63.1	-0.2

Plaza A - Crossing C (via Brighton Beach) - 2025 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	56	62	6	58.2	2.2
R23	59.6	59.1	-0.5	58.7	-0.9
R24	57.1	58.8	1.7	57.9	0.8
R25	45.9	72.5	26.6	53.2	7.3
R26	60.5	67.9	7.4	65.8	5.3
R27	55.1	60.9	5.8	57	1.9
R28	59.3	57.8	-1.5	57.2	-2.1
R29	60	57.6	-2.4	57.1	-2.9
R30	61.8	66.6	4.8	62.6	0.8

Plaza A - Crossing C (via Brighton Beach) - 2015 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	55.6	61.2	5.6	57.7	2.1
R23	59.1	58.5	-0.6	58.1	-1
R24	56.7	58.1	1.4	57.3	0.6
R25	45.6	71.5	25.9	52.1	6.5
R26	60	67.3	7.3	65.6	5.6
R27	54.7	60	5.3	56.3	1.6
R28	59	57	-2	56.5	-2.5
R29	59.5	56.8	-2.7	56.4	-3.1
R30	61.3	65.7	4.4	62	0.7

PPlaza A - Crossing C (via Brighton Beach) - 2035 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	50.1	60	9.9	54.2	4.1
R23	53.7	55.1	1.4	54.4	0.7
R24	51.6	55.1	3.5	53.3	1.7
R25	40.7	71.4	30.7	53.2	12.5
R26	54.9	64.2	9.3	59.5	4.6
R27	49.2	58.1	8.9	54.7	5.5
R28	53.6	56	2.4	55.4	1.8
R29	54.5	55.9	1.4	55.3	0.8
R30	59.5	64.8	5.3	58.6	-0.9

Plaza A - Crossing C (via Brighton Beach) - 2025 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	49.5	59.3	9.8	53.6	4.1
R23	53.4	54.7	1.3	54	0.6
R24	51.1	54.4	3.3	52.7	1.6
R25	40.3	70.7	30.4	52.4	12.1
R26	54.2	63.6	9.4	59.1	4.9
R27	48.6	57.5	8.9	54.3	5.7
R28	53.1	55.6	2.5	55	1.9
R29	54.3	55.5	1.2	55	0.7
R30	58.3	63.8	5.5	57.8	-0.5

Plaza A - Crossing C (via Brighton Beach) - 2015 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	49	58.3	9.3	52.9	3.9
R23	52.8	54	1.2	53.4	0.6
R24	50.6	53.4	2.8	51.9	1.3
R25	39.9	69.6	29.7	51.4	11.5
R26	53.7	62.8	9.1	58.6	4.9
R27	48.1	56.7	8.6	53.7	5.6
R28	52.7	55	2.3	54.5	1.8
R29	53.7	54.9	1.2	54.5	0.8
R30	57.6	62.3	4.7	56.9	-0.7

Plaza A - Crossing C (via Ojibway Parkway) - 2035 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	56.3	61.7	5.4	59.2	2.9
R23	59.9	59.5	-0.4	59.3	-0.6
R24	57.5	59.3	1.8	58.4	0.9
R25	46.2	54.6	8.4	50.8	4.6
R26	60.8	67.3	6.5	66.3	5.5
R27	55.4	61.4	6	58.8	3.4
R28	59.8	58.5	-1.3	58.3	-1.5
R29	60.2	58.2	-2	58	-2.2
R30	63.3	67.3	4	63.1	-0.2

Plaza A - Crossing C (via Ojibway Parkway) - 2025 Daytime

Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	56	60.5	4.5	58.4	2.4
R23	59.6	59	-0.6	58.8	-0.8
R24	57.1	58.8	1.7	57.9	0.8
R25	45.9	53.2	7.3	48.9	3
R26	60.5	66.6	6.1	65.8	5.3
R27	55.1	59.9	4.8	57.7	2.6
R28	59.3	57.7	-1.6	57.5	-1.8
R29	60	57.5	-2.5	57.3	-2.7
R30	61.8	66.6	4.8	62.6	0.8

Plaza A - Crossing C (via Ojibway Parkway) - 2015 Daytime

Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	55.6	60.5	4.9	57.9	2.3
R23	59.1	58.5	-0.6	58.3	-0.8
R24	56.7	58.1	1.4	57.3	0.6
R25	45.6	52.3	6.7	48.5	2.9
R26	60	66.4	6.4	65.6	5.6
R27	54.7	60.4	5.7	57.2	2.5
R28	59	57.3	-1.7	57	-2
R29	59.5	57	-2.5	56.8	-2.7
R30	61.3	65.7	4.4	62	0.7

Plaza A - Crossing C (via Ojibway Parkway) - 2035 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	50.1	58.8	8.7	55	4.9
R23	53.7	55.2	1.5	54.9	1.2
R24	51.6	55.1	3.5	53.4	1.8
R25	40.7	52.6	11.9	49	8.3
R26	54.9	62	7.1	59.5	4.6
R27	49.2	57.7	8.5	55.6	6.4
R28	53.6	56.3	2.7	56.1	2.5
R29	54.5	56.1	1.6	55.9	1.4
R30	59.5	64.8	5.3	58.6	-0.9

Plaza A - Crossing C (via Ojibway Parkway) - 2025 Night-time

Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	49.5	57.1	7.6	53.6	4.1
R23	53.4	54.5	1.1	54.2	0.8
R24	51.1	54.4	3.3	52.7	1.6
R25	40.3	50.9	10.6	46.7	6.4
R26	54.2	60.9	6.7	58.8	4.6
R27	48.6	56.3	7.7	54.6	6
R28	53.1	55.5	2.4	55.3	2.2
R29	54.3	55.4	1.1	55.2	0.9
R30	58.3	63.8	5.5	57.7	-0.6

Plaza A - Crossing C (via Ojibway Parkway) - 2015 Night-time

Receptor	No Build (dBA)	With Crossing (dBA)	Difference (dBA)	With Crossing 4m BARRIER (dBA)	Difference 4m BARRIER (dbA)
R22	49	57.1	8.1	53.1	4.1
R23	52.8	54	1.2	53.7	0.9
R24	50.6	53.4	2.8	52	1.4
R25	39.9	50	10.1	46.2	6.3
R26	53.7	60.6	6.9	58.4	4.7
R27	48.1	56.3	8.2	54.1	6
R28	52.7	55.2	2.5	55	2.3
R29	53.7	55	1.3	54.8	1.1
R30	57.6	62.3	4.7	56.9	-0.7

Plaza B - Crossing C - 2035 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	56.3	66.1	9.8	55.7	-0.6
R23	59.9	63.1	3.2	60.5	0.6
R24	57.5	61.2	3.7	58.5	1
R27	55.4	67.3	11.9	55.6	0.2
R30	63.3	66.9	3.6	62.7	-0.6
R31	58.7	65.1	6.4	60	1.3
R32	57.5	73.3	15.8	57.9	0.4
R33	61.4	74.1	12.7	61.7	0.3
R34	61.3	71	9.7	61.7	0.4

Plaza B - Crossing C - 2025 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	56	65.4	9.4	55.1	-0.9
R23	59.6	62.4	2.8	60	0.4
R24	57.1	60.6	3.5	58.1	1
R27	55.1	66.5	11.4	54.9	-0.2
R30	61.8	66.1	4.3	62.3	0.5
R31	57.8	64.3	6.5	59.4	1.6
R32	57.1	72.3	15.2	57.3	0.2
R33	61.1	73.1	12	61.2	0.1
R34	61	70	9	61.2	0.2

Plaza B - Crossing C - 2015 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	55.6	64.3	8.7	54.2	-1.4
R23	59.1	61.6	2.5	59.5	0.4
R24	56.7	59.7	3	57.5	0.8
R27	54.7	65.4	10.7	53.9	-0.8
R30	61.3	65.2	3.9	61.7	0.4
R31	57.4	63.2	5.8	58.7	1.3
R32	56.7	71.1	14.4	56.3	-0.4
R33	60.7	71.9	11.2	60.3	-0.4
R34	60.6	68.8	8.2	60.4	-0.2

Plaza B - Crossing C - 2035 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	50.1	64.3	14.2	53.5	3.4
R23	53.7	59.7	6	54.9	1.2
R24	51.6	58.1	6.5	53.5	1.9
R27	49.2	61.9	12.7	52.7	3.5
R30	59.5	64.2	4.7	57.7	-1.8
R31	53.4	62.9	9.5	55.8	2.4
R32	51.6	72.2	20.6	55.9	4.3
R33	55.5	72.7	17.2	57.9	2.4
R34	55.5	69.4	13.9	57.7	2.2

Plaza B - Crossing C - 2025 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	49.5	63.4	13.9	52.5	3
R23	53.4	58.8	5.4	54.3	0.9
R24	51.1	57.2	6.1	52.8	1.7
R27	48.6	60.9	12.3	51.8	3.2
R30	58.3	63.2	4.9	57.1	-1.2
R31	52.6	61.8	9.2	54.9	2.3
R32	51	71	20	55	4
R33	55	71.6	16.6	57.1	2.1
R34	55.1	68.2	13.1	56.9	1.8

Plaza B - Crossing C - 2015 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	49	62	13	51.3	2.3
R23	52.8	57.5	4.7	53.6	0.8
R24	50.6	55.9	5.3	52.1	1.5
R27	48.1	59.5	11.4	50.8	2.7
R30	57.6	61.7	4.1	56.3	-1.3
R31	51.9	60.2	8.3	54	2.1
R32	50.3	69.4	19.1	53.6	3.3
R33	54.5	69.9	15.4	55.9	1.4
R34	54.6	66.6	12	55.8	1.2

Plaza B1 - Crossing B - 2035 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	56.3	66	9.7	55.4	-0.9
R23	59.9	63.1	3.2	60.4	0.5
R24	57.5	61.2	3.7	58.5	1
R27	55.4	67.2	11.8	55.3	-0.1
R30	63.3	66.9	3.6	62.7	-0.6
R31	58.7	65.1	6.4	60	1.3
R32	57.5	73.3	15.8	57.9	0.4
R33	61.4	74.1	12.7	61.7	0.3
R34	61.3	70.9	9.6	61.7	0.4

Plaza B1 - Crossing B - 2025 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	56	65.3	9.3	54.9	-1.1
R23	59.6	62.5	2.9	60.1	0.5
R24	57.1	60.6	3.5	58.1	1
R27	55.1	66.5	11.4	54.8	-0.3
R30	61.8	66.1	4.3	62.3	0.5
R31	57.8	64.3	6.5	59.4	1.6
R32	57.1	72.3	15.2	57.3	0.2
R33	61.1	73.1	12	61.2	0.1
R34	61	70	9	61.2	0.2

Plaza B1 - Crossing B - 2015 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	55.6	64.2	8.6	53.9	-1.7
R23	59.1	61.5	2.4	59.4	0.3
R24	56.7	59.6	2.9	57.3	0.6
R27	54.7	65.3	10.6	53.7	-1
R30	61.3	65.1	3.8	61.6	0.3
R31	57.4	63.1	5.7	58.3	0.9
R32	56.7	71.1	14.4	56.2	-0.5
R33	60.7	71.9	11.2	60.3	-0.4
R34	60.6	68.8	8.2	60.3	-0.3

Plaza B1 - Crossing B - 2035 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	50.1	64.3	14.2	52.9	2.8
R23	53.7	59.7	6	54.8	1.1
R24	51.6	58.1	6.5	53.4	1.8
R27	49.2	61.8	12.6	52.2	3
R30	59.5	64.2	4.7	57.8	-1.7
R31	53.4	62.9	9.5	55.8	2.4
R32	51.6	72.2	20.6	55.9	4.3
R33	55.5	72.7	17.2	57.9	2.4
R34	55.5	69.4	13.9	57.7	2.2

Plaza B1 - Crossing B - 2025 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	49.5	63.4	13.9	52.3	2.8
R23	53.4	58.8	5.4	54.3	0.9
R24	51.1	57.2	6.1	52.7	1.6
R27	48.6	60.9	12.3	51.6	3
R30	58.3	63.2	4.9	57.1	-1.2
R31	52.6	61.8	9.2	54.9	2.3
R32	51	71	20	55	4
R33	55	71.6	16.6	57.1	2.1
R34	55.1	68.2	13.1	56.9	1.8

Plaza B1 - Crossing B - 2015 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	49	62	13	50.9	1.9
R23	52.8	57.4	4.6	53.4	0.6
R24	50.6	55.6	5	51.5	0.9
R27	48.1	59.5	11.4	50.3	2.2
R30	57.6	61.6	4	56.1	-1.5
R31	51.9	60.1	8.2	53.3	1.4
R32	50.3	69.4	19.1	53.4	3.1
R33	54.5	69.9	15.4	55.8	1.3
R34	54.6	66.6	12	55.6	1

Plaza C - Crossing C - 2035 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	56.3	66.1	9.8	55.8	-0.5
R23	59.9	63.1	3.2	60.5	0.6
R24	57.5	61.2	3.7	58.5	1
R27	55.4	67.3	11.9	55.7	0.3
R30	63.3	66.9	3.6	62.7	-0.6
R31	58.7	65.2	6.5	60	1.3
R32	57.5	73.3	15.8	58	0.5
R33	61.4	74.1	12.7	61.7	0.3
R34	61.3	71	9.7	61.7	0.4

Plaza C - Crossing C - 2025 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	56	65.4	9.4	55.3	-0.7
R23	59.6	62.5	2.9	60.1	0.5
R24	57.1	60.6	3.5	58.1	1
R27	55.1	66.5	11.4	55.2	0.1
R30	61.8	66.1	4.3	62.3	0.5
R31	57.8	64.3	6.5	59.4	1.6
R32	57.1	72.3	15.2	57.4	0.3
R33	61.1	73.1	12	61.2	0.1
R34	61	70	9	61.2	0.2

Plaza C - Crossing C - 2015 Daytime

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	55.6	64.3	8.7	54.4	-1.2
R23	59.1	61.6	2.5	59.5	0.4
R24	56.7	59.7	3	57.5	0.8
R27	54.7	65.4	10.7	54.2	-0.5
R30	61.3	65.2	3.9	61.7	0.4
R31	57.4	63.2	5.8	58.7	1.3
R32	56.7	71.1	14.4	56.4	-0.3
R33	60.7	71.9	11.2	60.4	-0.3
R34	60.6	68.8	8.2	60.4	-0.2

Plaza C - Crossing C - 2035 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	50.1	64.3	14.2	53.7	3.6
R23	53.7	59.7	6	54.9	1.2
R24	51.6	58.1	6.5	53.5	1.9
R27	49.2	61.9	12.7	52.9	3.7
R30	59.5	64.2	4.7	57.7	-1.8
R31	53.4	62.9	9.5	55.7	2.3
R32	51.6	72.2	20.6	56	4.4
R33	55.5	72.8	17.3	57.9	2.4
R34	55.5	69.4	13.9	57.7	2.2

Plaza C - Crossing C - 2025 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	49.5	63.4	13.9	53	3.5
R23	53.4	58.8	5.4	54.4	1
R24	51.1	57.2	6.1	52.8	1.7
R27	48.6	60.9	12.3	52.2	3.6
R30	58.3	63.2	4.9	57.1	-1.2
R31	52.6	61.8	9.2	54.9	2.3
R32	51	71	20	55.1	4.1
R33	55	71.6	16.6	57.1	2.1
R34	55.1	68.2	13.1	56.9	1.8

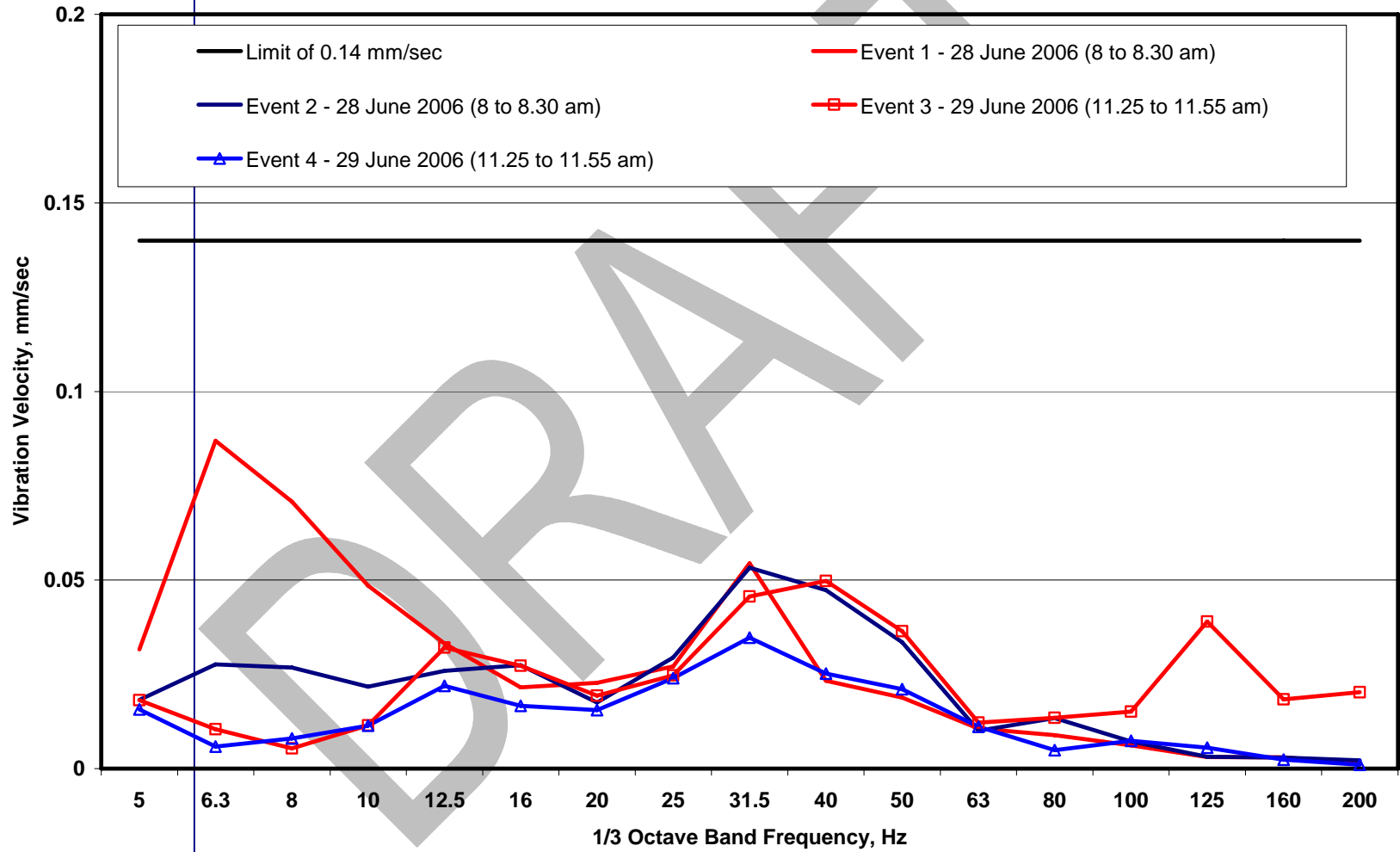
Plaza C - Crossing C - 2015 Night-time

Receptor	No Build (dBA)	With Crossing NO BARRIER (dBA)	Difference NO BARRIER (dbA)	With Crossing 5m BARRIER (dBA)	Difference 5m BARRIER (dbA)
R22	49	62.1	13.1	51.8	2.8
R23	52.8	57.5	4.7	53.6	0.8
R24	50.6	55.9	5.3	52.2	1.6
R27	48.1	59.5	11.4	51.1	3
R30	57.6	61.7	4.1	56.4	-1.2
R31	51.9	60.2	8.3	54	2.1
R32	50.3	69.4	19.1	53.7	3.4
R33	54.5	69.9	15.4	56	1.5
R34	54.6	66.6	12	55.8	1.2

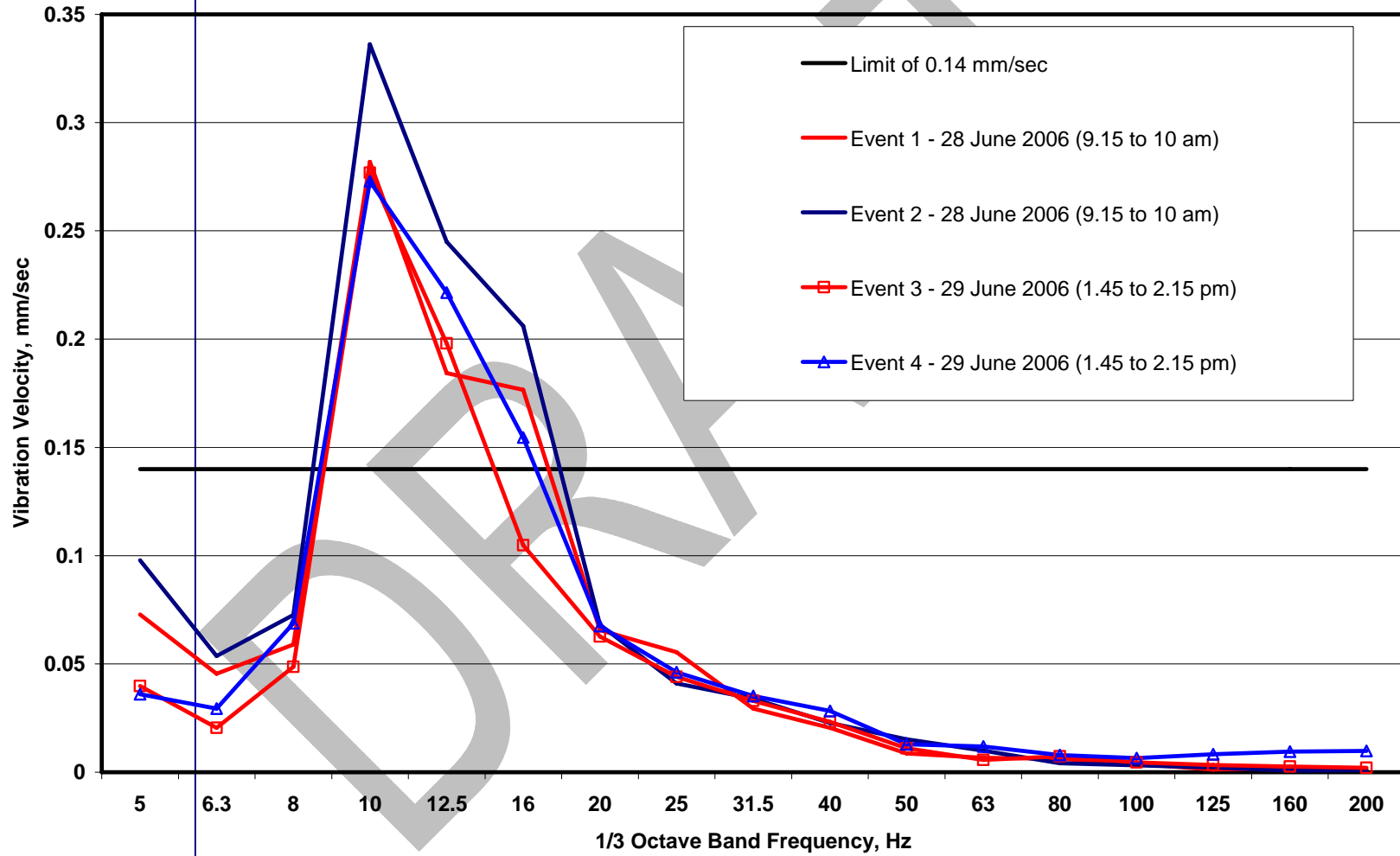
Appendix E – Baseline Vibration Monitoring Results (2006)

DRAFT

**Figure 1. Vibration Levels from Road Traffic Pass-Bys
House Between 1140 and 1202 Talbot Street**



**Figure 2. Vibration Levels from Road Traffic Pass-Bys
Sidewalk near the 5th Block South of Riverside Avenue**



**Figure 3. Vibration Levels from Road Traffic Pass-Bys
End of Mill Road**

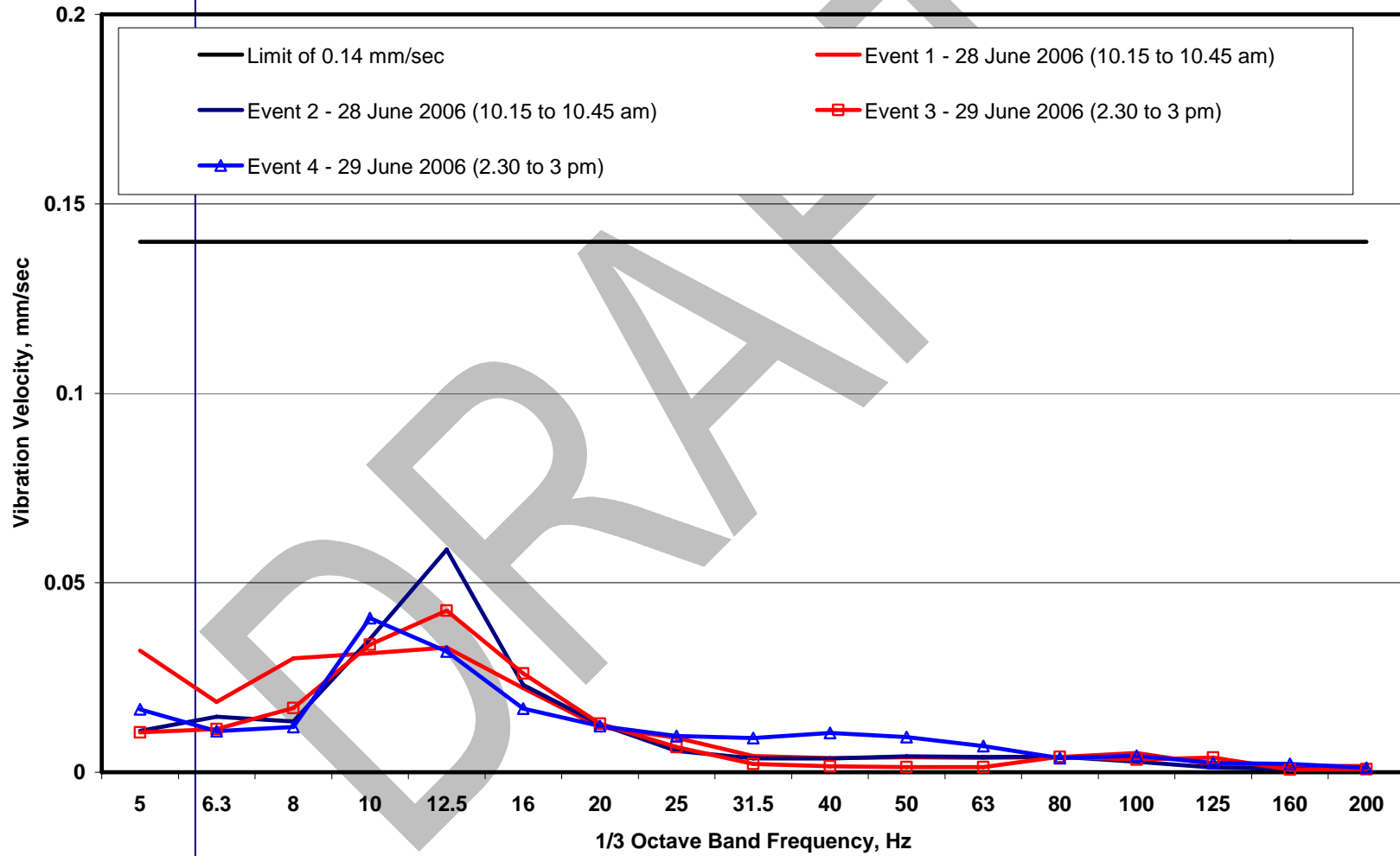
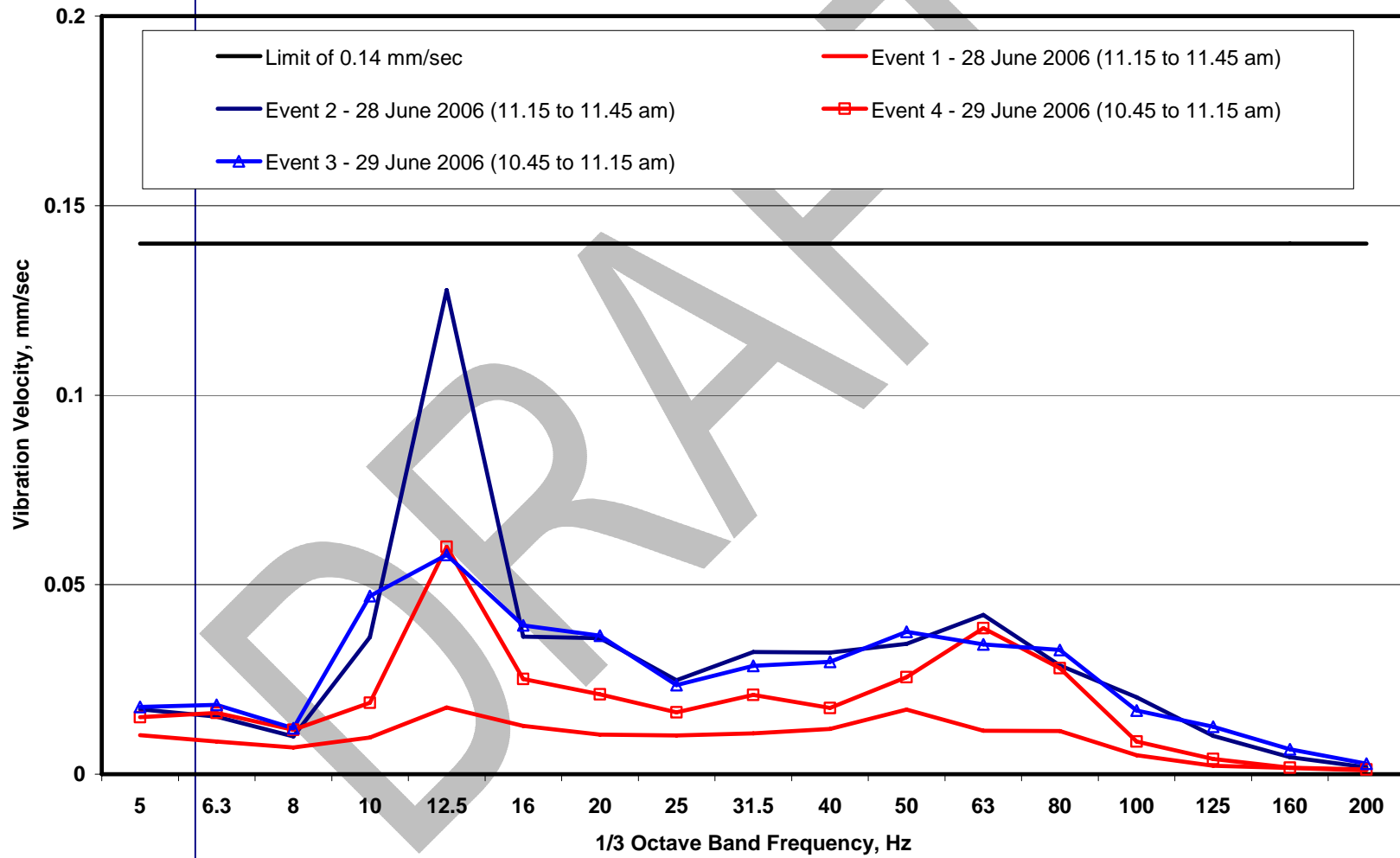
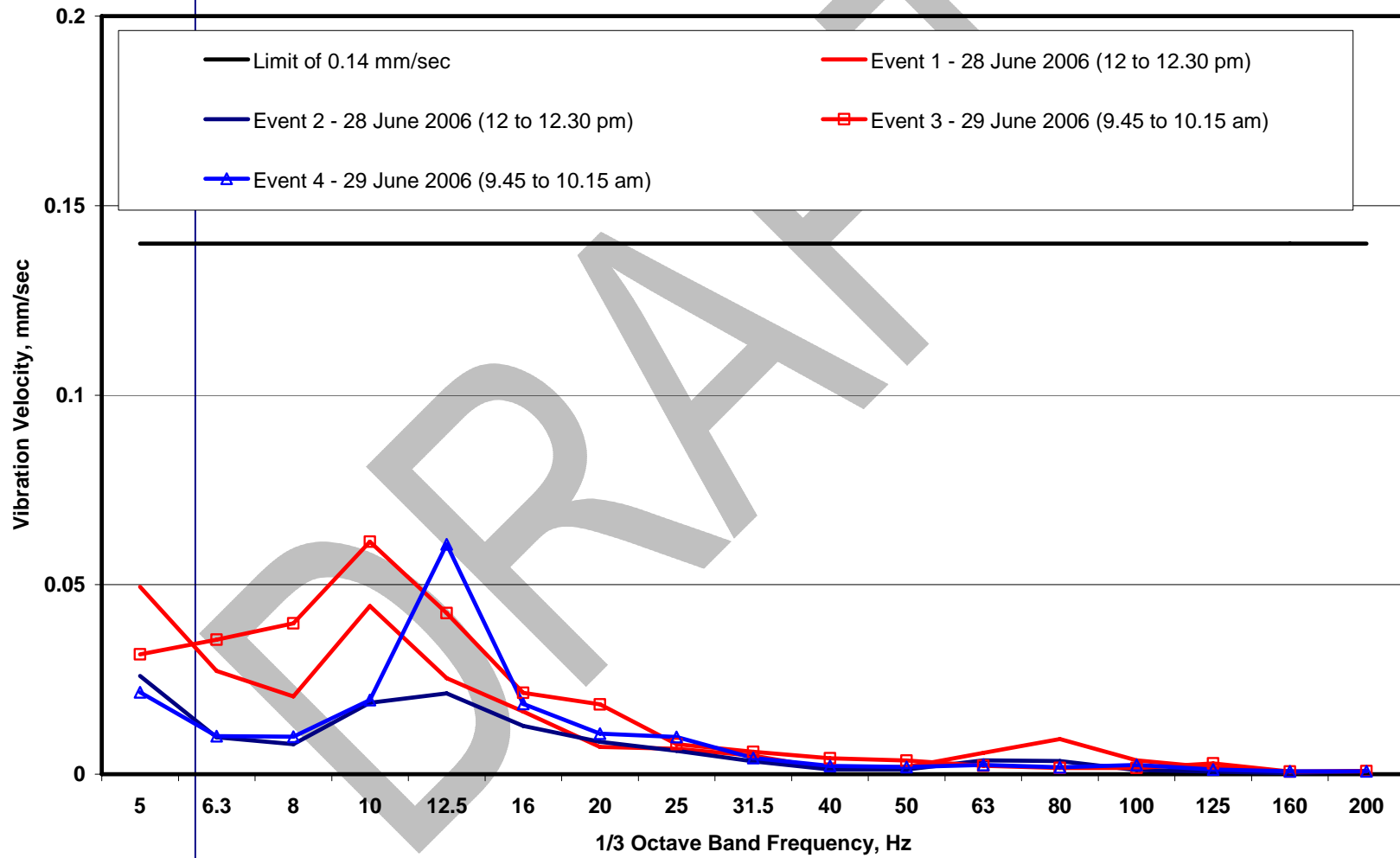


Figure 4. Vibration Levels from Road Traffic Pass-Bys
Heritage Park Alliance Church



**Figure 5. Vibration Levels from Road Traffic Pass-Bys
Park near 2370 Northway**



**Figure 6. Vibration Levels from Road Traffic Pass-Bys
Dainty Rice (Ojibway and Broadway)**

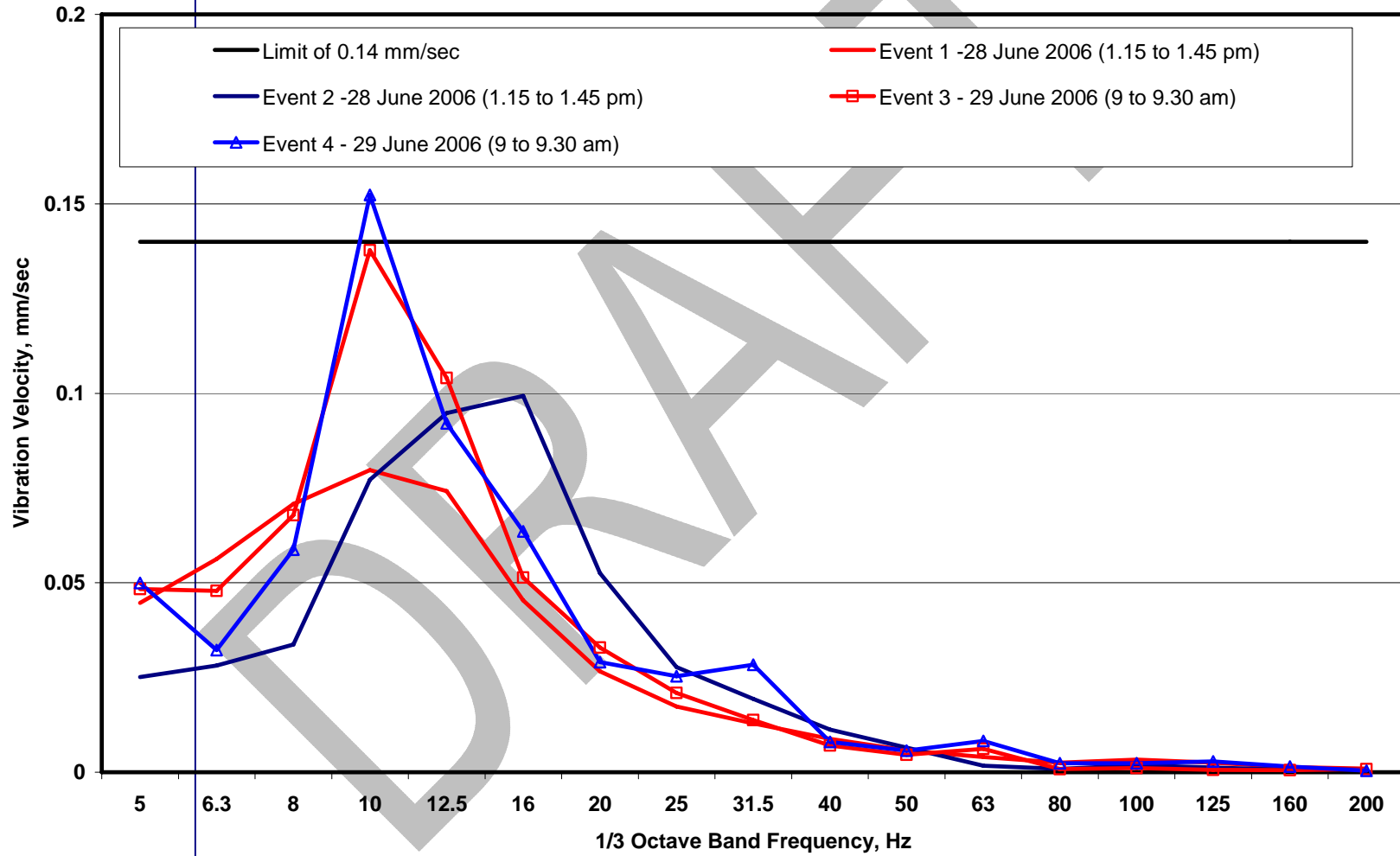


Figure 7. Vibration Levels from Road Traffic Pass-Bys
Near 4340 Malden

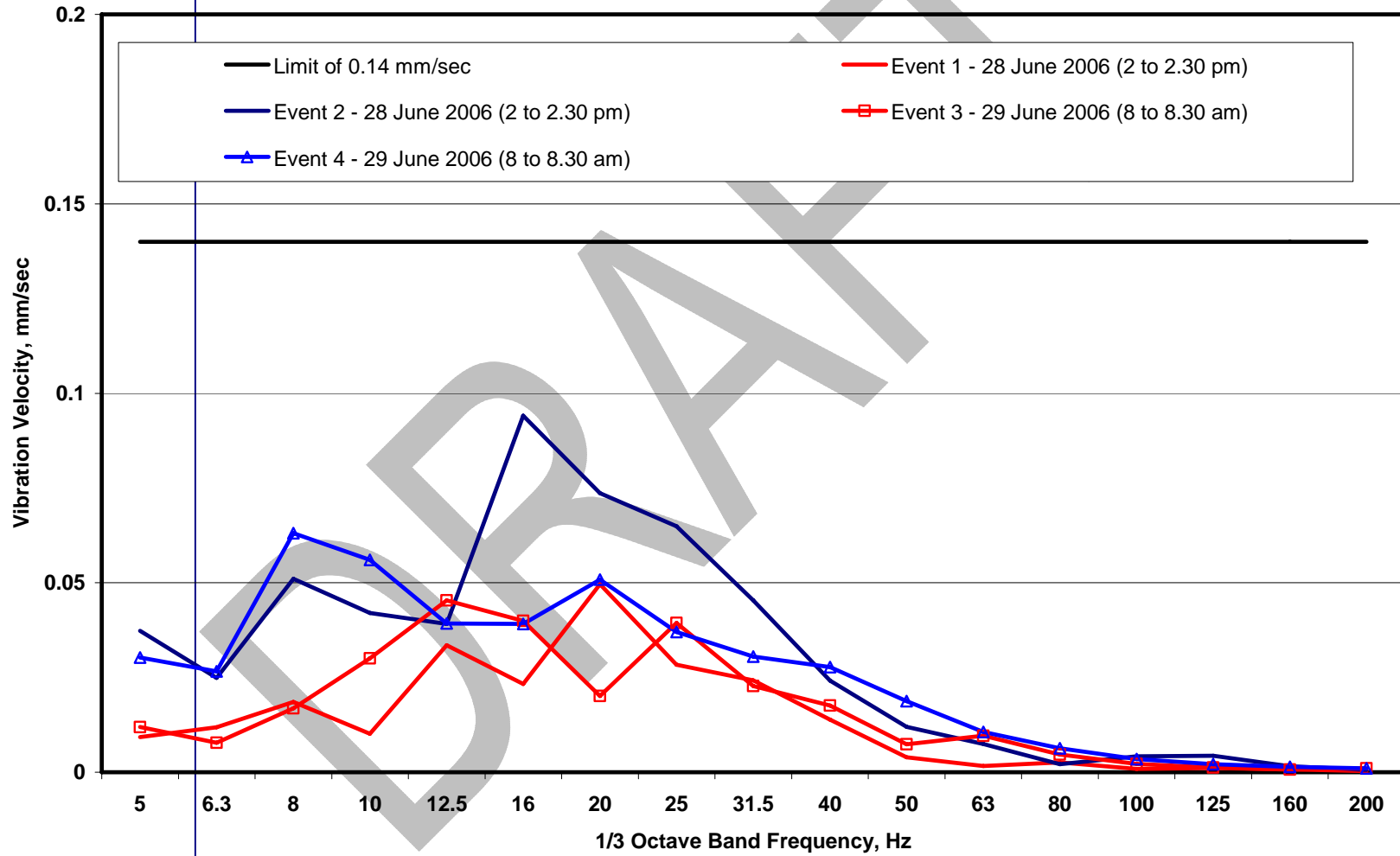


Figure 8. Vibration Levels from Road Traffic Pass-Bys
East side of Huron Church - Opposite to 3495 - Turning Loop

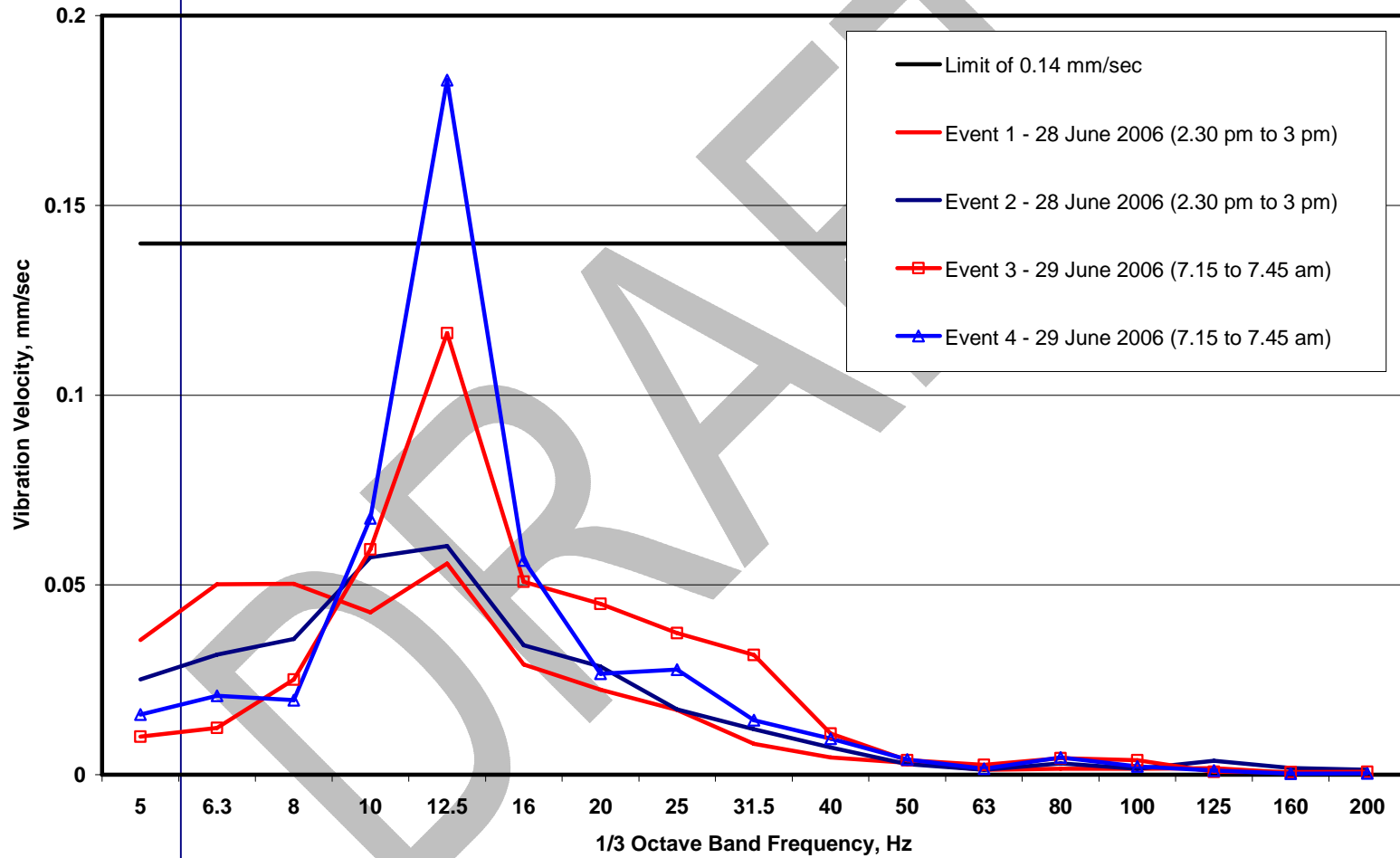


FIGURE 9. VIBRATION TIME HISTORY FOR LOCATION 1

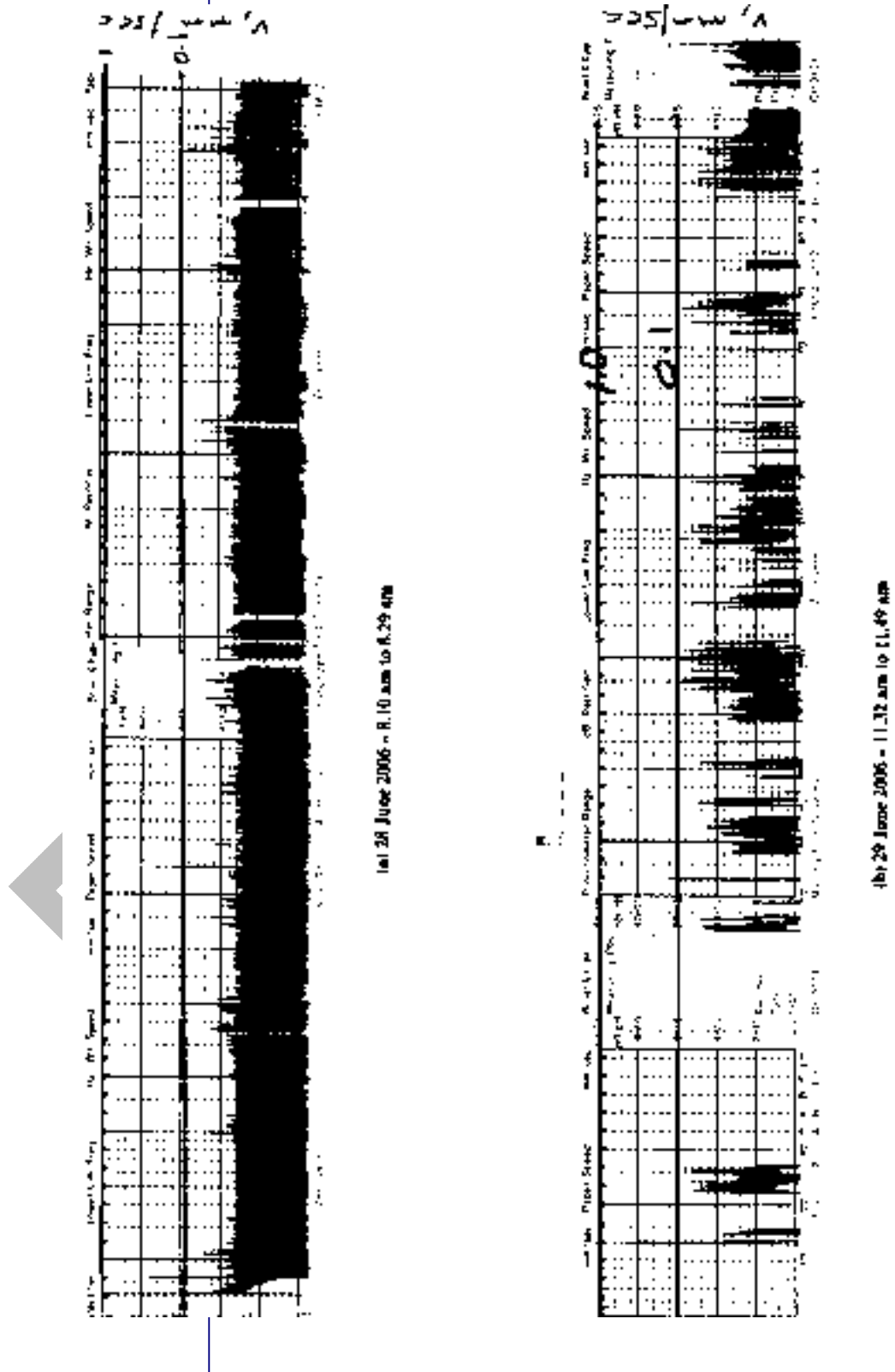
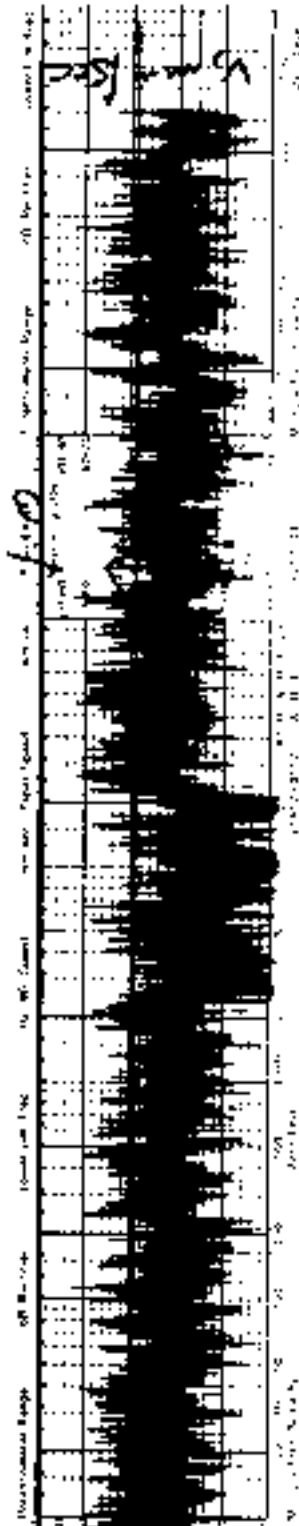
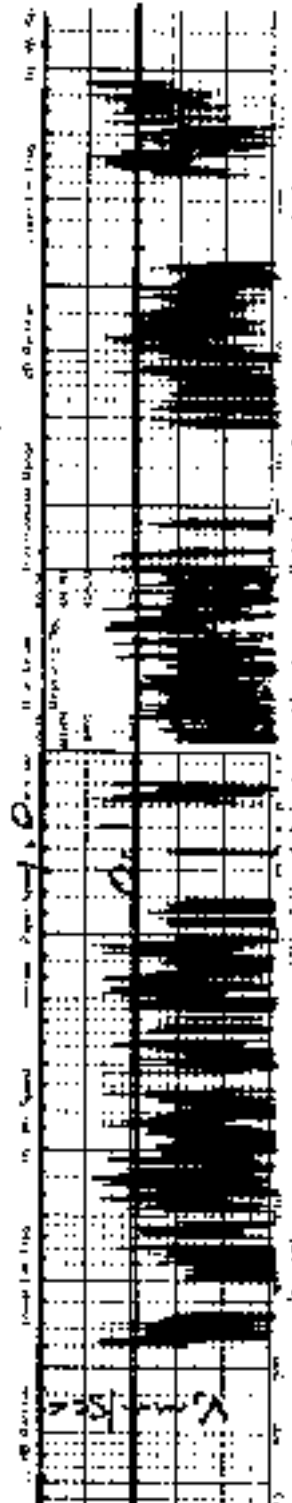


FIGURE 10. VIBRATION TIME HISTORY FOR LOCATION 2

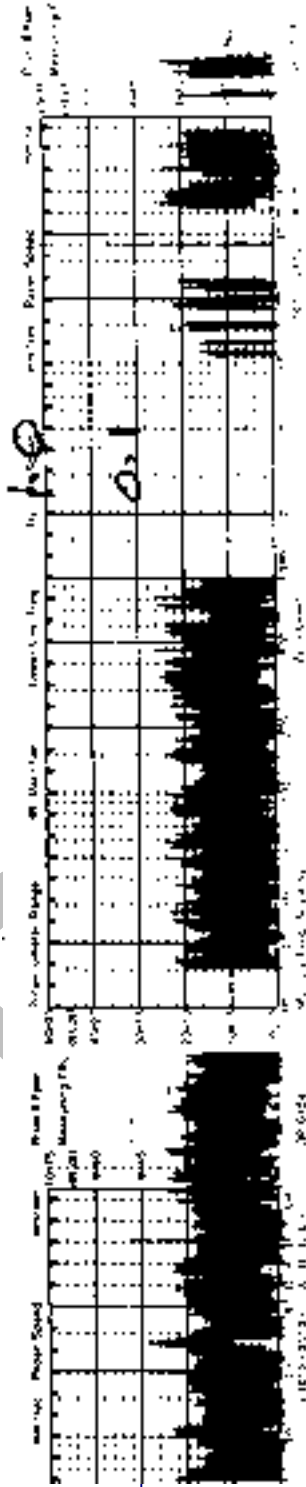


(a) 28 June 2006 - 9:27 am to 9:47 am

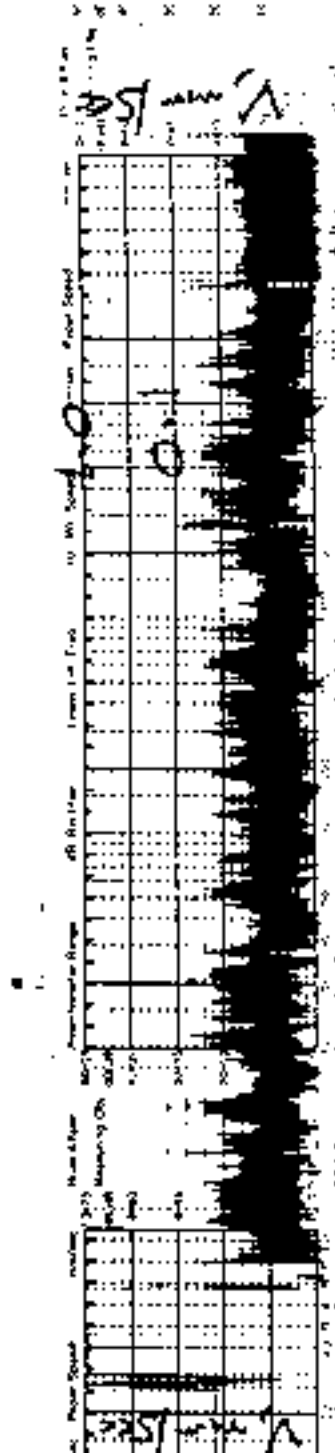


(b) 29 June 2006 - 1:56 pm to 2:19 pm

FIGURE 11. VIBRATION TIME HISTORY FOR LOCATION 3



10:24 June 2006 - 10:22 am to 10:41 am



7:29 June 2006 - 7:34 pm to 7:49 am

FIGURE 12. VIBRATION TIME HISTORY FOR LOCATION 4

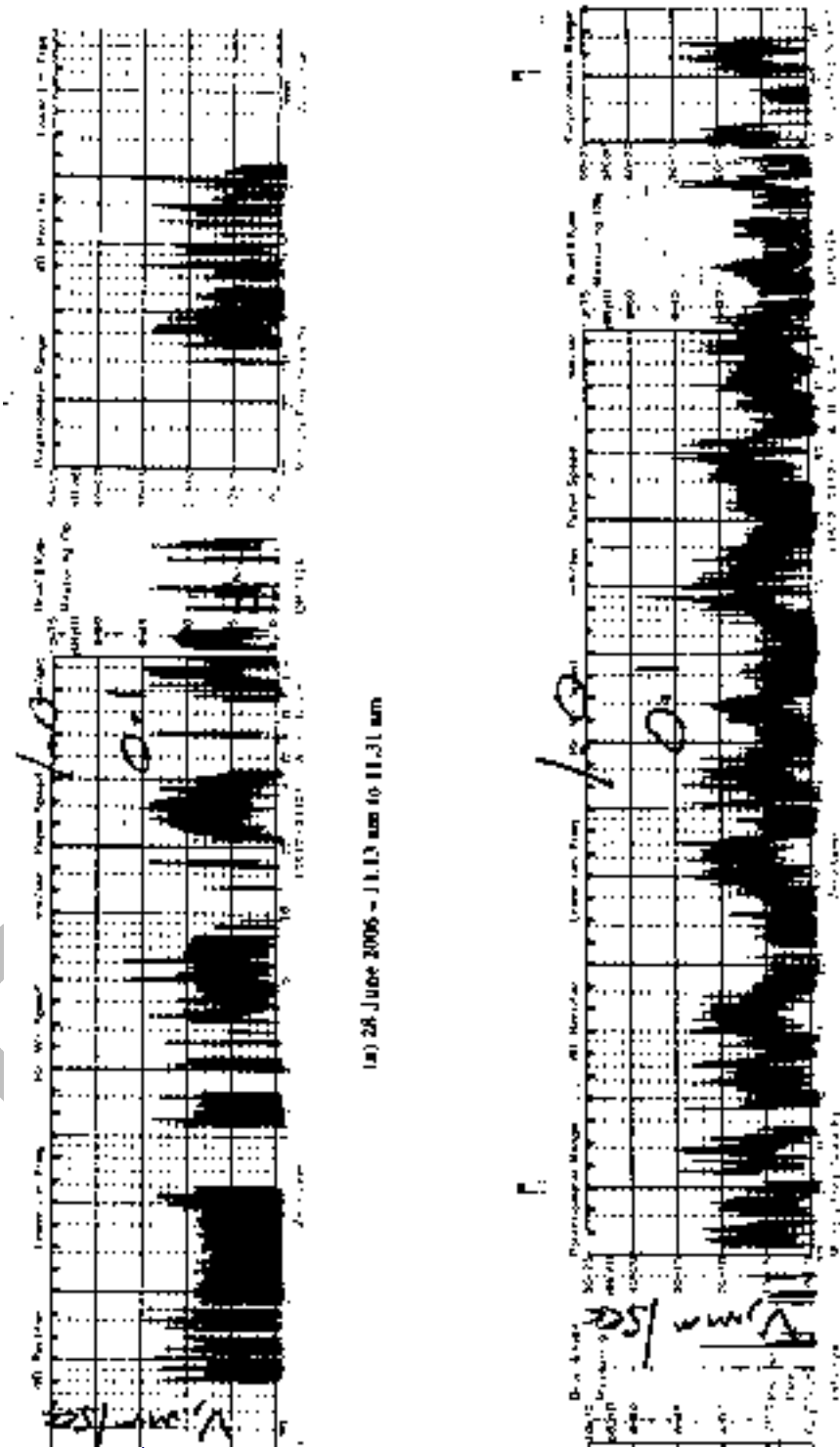


FIGURE 13. VIBRATION TIME HISTORY FOR LOCATION 5

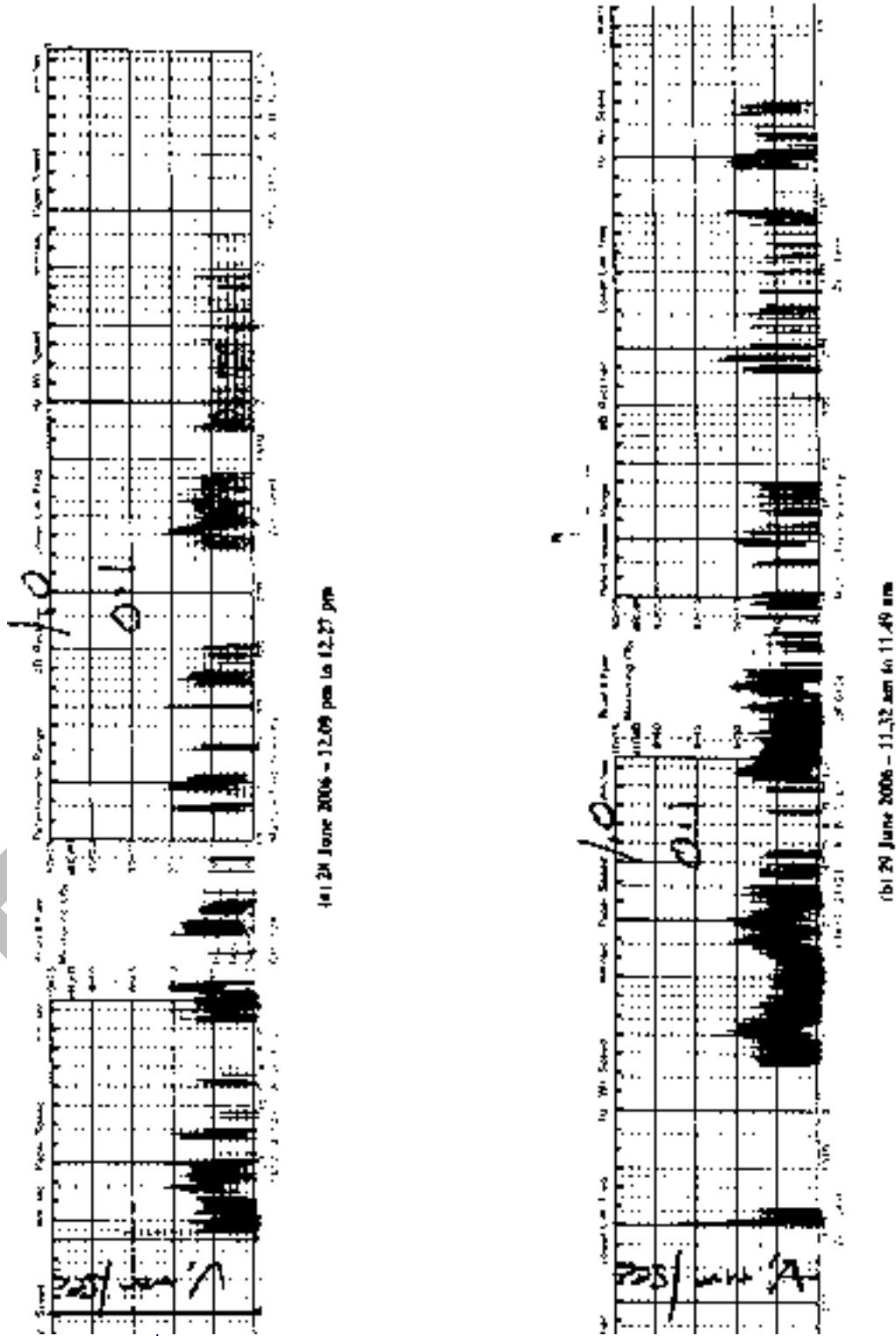


FIGURE 14. VIBRATION TIME HISTORY FOR LOCATION 6

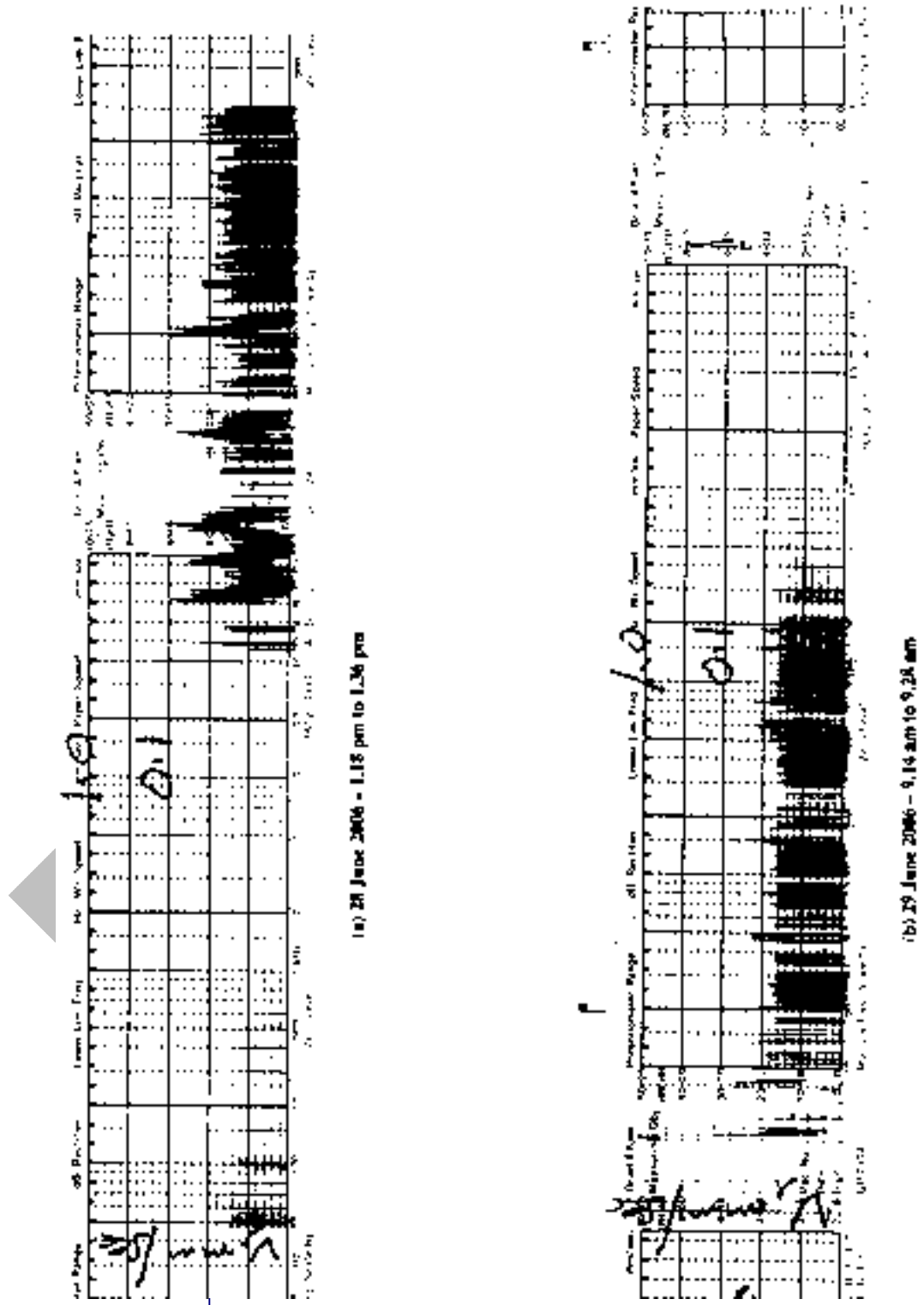


FIGURE 15. VIBRATION TIME HISTORY FOR LOCATION 7

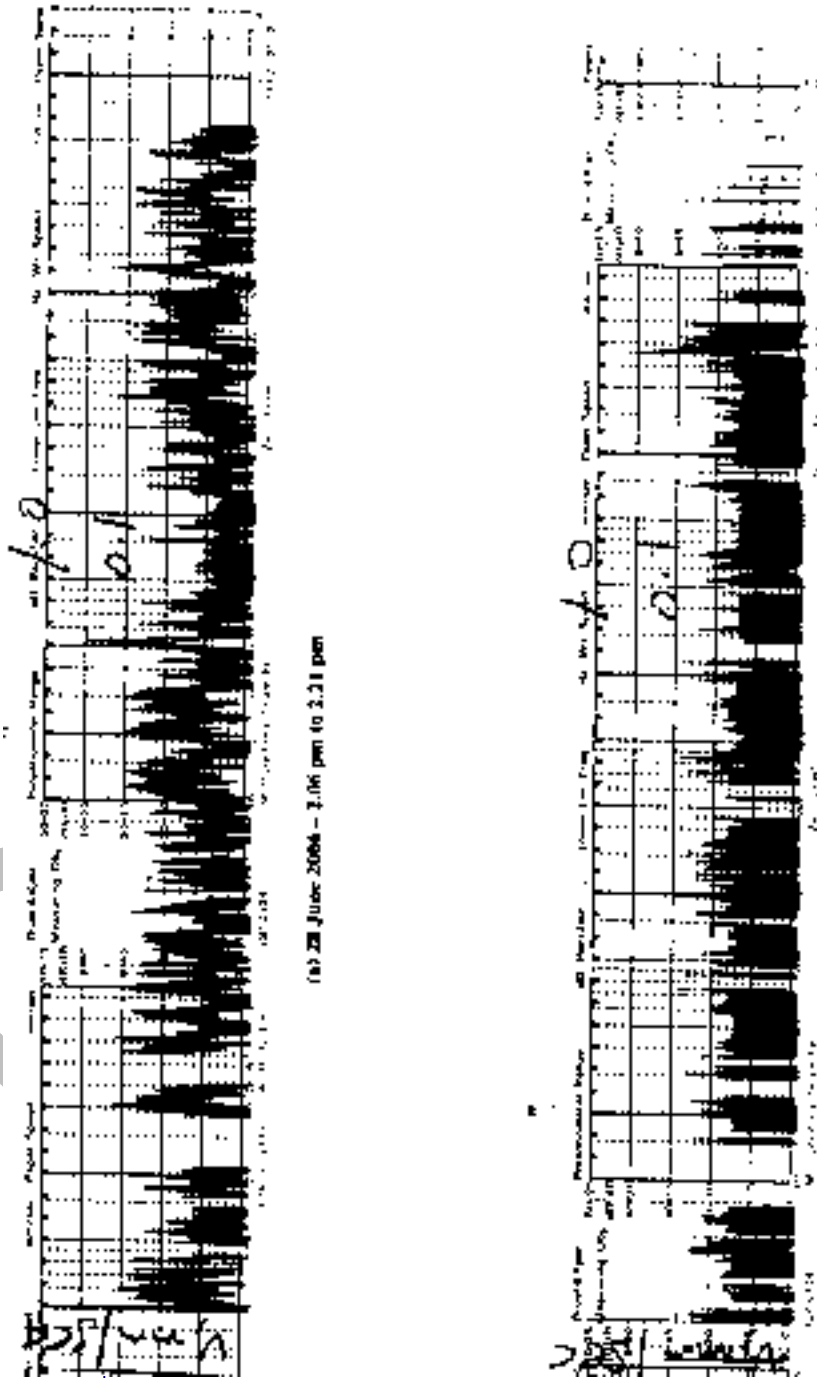


FIGURE 16. VIBRATION TIME HISTORY FOR LOCATION 8

